



Navy News

PLAIN ENGLISH CAMPAIGN AWARD WINNER

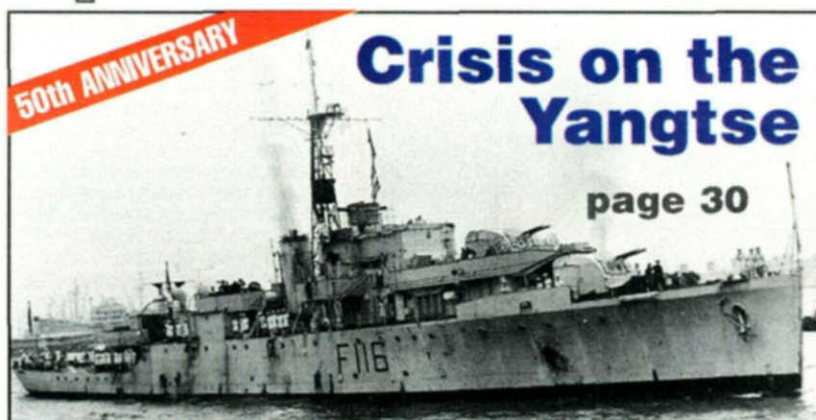
MARCH 1999

80p

50th ANNIVERSARY

Crisis on the Yangtse

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Sea Harriers over Iraq

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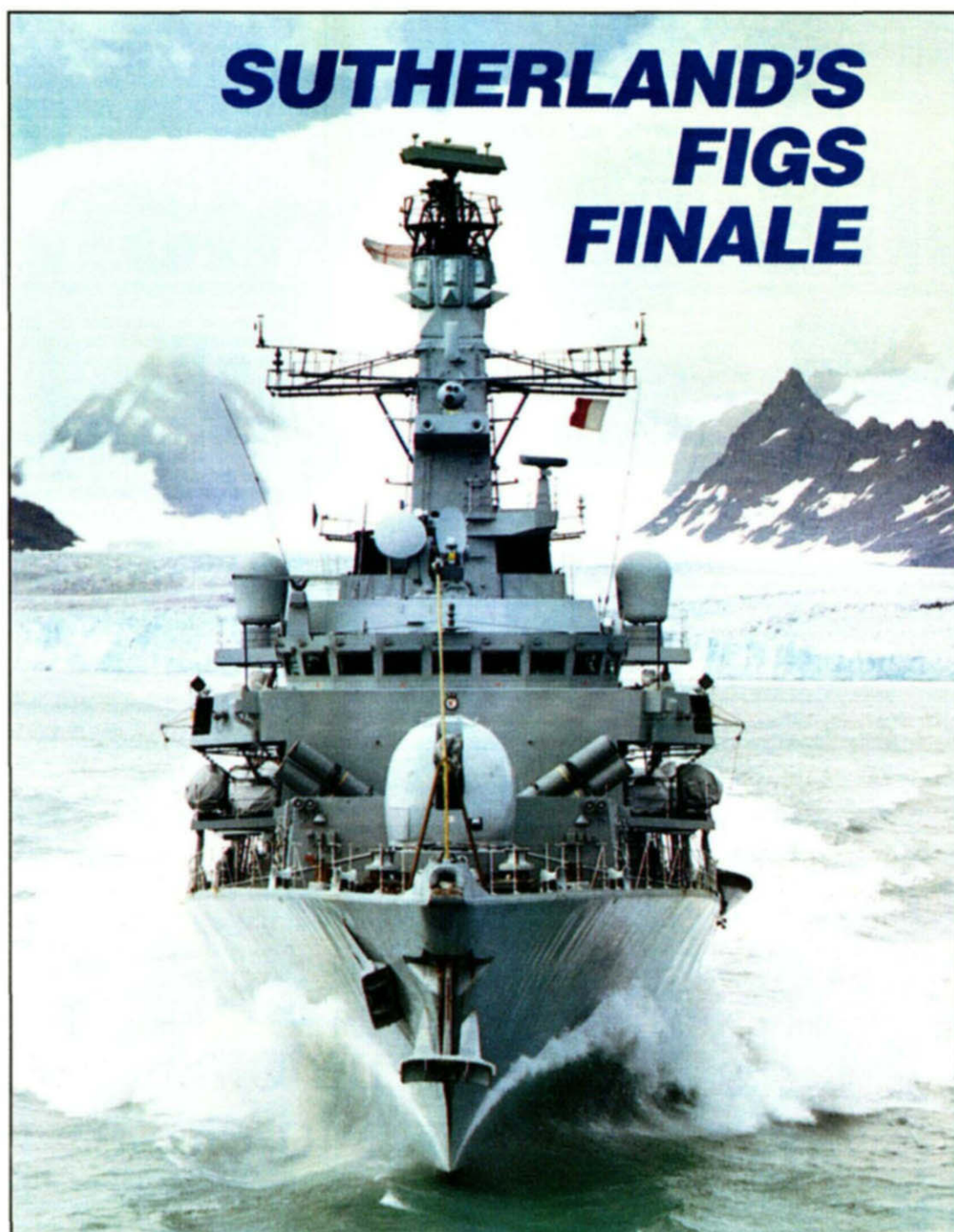
CHATHAM NAVY DAYS

50 family tickets to be won!

page 12

NEW DEAL ON LEAVE SIMPLY THE BEST

SUTHERLAND'S FIGS FINALE



HMS Sutherland, with the icy expanse of South Georgia behind her, heads homeward as the last dedicated Falkland Islands Guardship (FIGS). The standing deployment – which has been running in one form or another since 1982 – is now combined with that off West Africa to form Atlantic Patrol Task Group (South). As Navy News went to press, the group comprised HMS Westminster and the tanker RFA Oakleaf, currently standing by off Sierra Leone. Atlantic Task Group (North) is made up of HMS Marlborough and her tanker, RFA Gold Rover, in the West Indies. Meanwhile, Sutherland was due to return to Devonport later this month after taking part in a NATO exercise. Picture: Cpl Darren Garwood RAF

NEW LEAVE rules are being welcomed as giving Service people a simpler and more flexible system of time off.

Changes in the way leave is calculated mean that from the beginning of this month all personnel will have the option to take the equivalent of seven weeks leave plus three bank holiday long weekends.

The new allowance replaces the old system by which Service people were given 36 days' leave including weekends. Now they will have 30 days excluding weekends and public holidays, and in effect that gives the option of a third week in the summer.

The one week's extra leave which was originally granted at the discretion of commanding officers has now been incorporated into the new system.

The improved arrangements reflect a Strategic Defence Review commitment to move to a common leave allowance for all ranks across the Services.

Among the changes is a better system of sea-going leave. Previously, officers and ratings in sea-going ships were entitled to one day for every 30 at sea, up to a maximum of 12 – but including weekends. Now the 12 days will be purely working days, exclusive of weekends.

PAY: IT'S 3.5%

THIS YEAR'S Service pay rise means that most people in the Navy will receive 3.5 per cent – with some junior ranks receiving slightly more in percentage terms and senior ranks up to Commodore getting slightly less. In the face of hard lobbying by the Navy Board and other public sector groups, the Government has decided not to stage the increases, which will take effect on April 1.

■ Details – page 18.

"Overall this is a good package for the Royal Navy as we head into the next century," a spokesman for Director Naval Service Conditions told *Navy News*.

"The recording of leave will no longer be seen as a black art practised by Chief Writers and Masters-at-Arms. The new leave allowance is much easier for the individual to understand, simple to calculate and allows for greater flexibility when planning personal activities."

He said the new allowance was better than that which most civilian employees enjoyed in the public and the private sectors, and was an improvement in Service life.

Under the old system public holidays had to be

■ Turn to page 18

Chatham takes world title

IN A MOVE designed to heighten recognition of the River Medway's international role in naval history, Chatham Historic Dockyard has been re-named 'World Naval Base'.

The new name was announced on February 22 by the Chairman of the Historic Dockyard Trust, Admiral Sir Nicholas Hunt.

A spokesman for the dockyard said: "World

Naval Base has set its sights firmly on becoming the most thrilling entertainment destination outside London."

The new name will be used only for the tourist attraction. The address of people who still live and work there will remain The Historic Dockyard, Chatham.

■ Chatham Navy Days preview – page 12.

Charter ready soon for new RN & RM families group

THE CHARTER for a new Association for Royal Navy and Royal Marines families is expected to be ready soon.

Plans for the association were announced by Armed Forces Minister Doug Henderson, and the charter – including aims and terms of reference – is now under consideration by a Navy Board committee.

In his announcement, Mr Henderson described the formation of the new group as “very good news indeed.” He was delighted that agreement has been reached with the Naval families for the establishment of the association.

The group will have its HQ in Plymouth and is intended to foster contact between the Ministry of Defence and Naval families.

It will work alongside an existing information and advice organisation and is in addition to the Naval Personal and Family Service.

The idea came from a group of Naval wives who approached MOD last year. After detailed discussions, the RN, Ministers and the Navy Board decided to endorse the project.

Admiral Sir John Brigstocke, Second Sea Lord, said he looked forward to the new group growing into a well organised association, “supporting everything we are striving to achieve in looking after all our people.”

A task group has been set up with Ministry of Defence support to study the concerns raised by Service personnel and their families over difficulties as a result of being uprooted due to postings around the country and overseas.

The Service Families Task Force comprises a Ministerial working group and a forum of Service families associations under the chairmanship of the Armed Forces Minister. The new group will

Harassment case settled

FORMER Wren Nicola Rushton has made an out-of-court settlement with the Ministry of Defence following a case she brought before a discrimination tribunal. She claimed she had been driven to leave the Navy as a result of sexual harassment by an officer in HMS Coventry.

The settlement is the subject of a confidentiality clause, and MOD was not able to confirm press reports that the sum involved was about £100,000.

Chiddingfold back at work

HUNT-class mine ship HMS Chiddingfold is back in business after a nine-month refit.

She has rededicated at Portsmouth, and after sea training the minehunter, under the command of Lt Cdr Chris Davies, will join the Portsmouth-based First Mine Countermeasures Squadron.

address the issues of Service spouses having to give up their own jobs, find new school places for children and register with new doctors and dentists.

It has been set up to ensure that Service families have the same access as civilians to education, welfare and health care.

CAVALIER'S FUNDING GETS MAJOR BOOST

THE CAMPAIGN to find matching funding to save Britain's last surviving World War II destroyer has received a “fantastic” boost with news that the consortium set up to rescue her now has to find only £95,000 instead of the £350,000 which had been assessed earlier.

The reduction is due to Chatham Historic Dockyard Trust contributing £225,000 to the destroyer, HMS Cavalier.

The money, from an earlier heritage grant, had been earmarked for the dockyard's Victorian sloop, HMS Gannet, but will now be used for the three-ship display of Gannet, Cavalier and the submarine HMS Ocelot.

That means that the Cavalier consortium – of which the Trust is a member – now needs to get together a total of £125,000. And £30,000 of that has already been raised.

“This is fantastic news,” said Sid Anning, chairman of the HMS Cavalier Association, another member of the consortium which now owns the ship after a long, hard campaign to preserve her for the nation.

“This in fact means that we only have to find £95,000. If everyone who just lives in the Medway area alone gave 38p we would be home and dry.”

The consortium, which has now been incorporated as a limited company – HMS Cavalier (Chatham) Trust Ltd – is preparing the ship for the tow from Hebburn on Tyne to Chatham Historic Dockyard where she is expected to be on display for Chatham Navy Days this spring (see page 12).

The £1.75 million cost of buying and preserving the ship has largely

Bubbly prize for Anglesey's last detainee



WHEN trawler skipper Josef Vandewalle's vessel was boarded by HMS Anglesey he got quite a surprise – two, in fact . . .

In the first place his trawler Artevelde was detained by the fishery protection vessel and escorted into Harwich for allegedly contravening fishing regulations. But he was also presented with a certificate and a bottle of champagne by Anglesey's Commanding Officer, Lt Cdr Keith Blount.

Reason for the celebration was that the boarding was Anglesey's last before she entered refit. And the other good news for Mr Vandewalle and his crew was that they were not prosecuted.

The champagne sweetener is being handed to him here by Lt Cdr Blount (centre) and boarding officers Lt Cdr Brian Taylor and S/Lt Craig Moran.

Britain may go it alone over delays in frigate project

DELAYS in progress of the Euro-frigate development could mean that Britain would have to go it alone to produce a national warship to replace its ageing Type 42 air defence destroyers.

The Ministry of Defence is seeking rapid movement in finding a principal industrial contractor for the £8 billion Project Horizon which was established to provide the next generation of air defence ships for the navies of Britain, France and Italy.

A MOD spokesman told Navy News that it was hoped that the problem over the industrial structure would be overcome by the consortium involved in the project, with the aim of providing an affordable, effective vessel.

“If rapid progress is not forthcoming, alternatives would have to be considered such as a national warship,” he said.

The frigate's in-service date was still 2004. However, a decision on the industrial structure would have to be made within weeks.

HMY anchors must go to good home

TWO anchors designed for the Royal Yacht may go up for sale – but no one is confirming press reports that they could fetch up to £10,000.

The anchors were spares for HMY Britannia and were never used in her. They are in the hands of Leaffield Logistics and Technical Services Ltd who are acting as disposal agents for the Ministry of Defence.

A MOD spokesman told Navy News that the Ministry would only approve a sale if it was satisfied that the anchors would find a fitting home.

Spartan ends 240,000-mile decade . . .

WITH her milometer for the past ten years reading the equivalent of ten times around the world, HMS Spartan leaves her base port at Faslane for a two-year overhaul and refuelling period at Rosyth. The work will be carried out by Babcock Rosyth Defence Ltd.



been met by a Memorial Fund grant of almost £1 million, a Heritage Lottery grant of £375,000, the £225,000 from Chatham Historic Dockyard Trust, and £75,000 from Medway Council.

A week-long public campaign in Kent to help raise the remaining £95,000 will be launched by the HMS Cavalier Association on March 27 following a five-day “warm-up period”. The Association plans to use volunteers to distribute publicity material and take part in street collections.

The Chairman of the HMS Cavalier Association can be contacted on 01752 768201 (voice and fax).

Donations should be made out to the HMS Cavalier (Chatham) Consortium Ltd and sent to the consortium, care of The Historic Dockyard, Chatham, Kent, ME4 4TZ.

A plaque in memory of the 62 men who died when the World War II destroyer HMS Cassandra was torpedoed will be unveiled at Portsmouth by former First Sea Lord, Admiral Sir Jock Slater.

Members of the HMS Cassandra Association raised £2,000 for the plaque which will stand at the D-Day Museum in Portsmouth.

Despite having her bows blown off, Cassandra survived the attack while escorting an Arctic convoy in 1944. She went on to serve in the post-war Navy, and Admiral Slater was her Navigating Officer in 1962-63.

About 20 survivors of the incident are expected to attend the unveiling on May 14.

Lord Lewin – one of the Greats

ADMIRAL of the Fleet Lord Lewin, Chief of the Defence Staff during the Falklands War, who has died at 78, had a long connection with Navy News.

For several years he wrote our regular 50 Years On column, documenting the principal events of World War II. His sage and friendly advice will be sorely missed.

Rear Admiral Richard Hill writes: “Admiral Lewin was one of the great sea officers of the last 60 years and arguably the most influential in the history of our maritime defence during that time.”

“In December he asked me to take on the task of writing his biography. It is hoped this

will appear in mid-2000. I am eager to have anecdotes, impressions and memories from those who served or had contact with him.”

Write to Admiral Hill at Cornhill House, The Hangars, Bishop's Waltham, Southampton SO32 1EF.

A service of thanksgiving for the life of Admiral Lewin will be held in the Chapel of the Old Royal Naval College, Greenwich, on April 13 at 3.00. Tickets must be applied for by March 5 by sending a stamped, addressed envelope to MOD Naval Personnel Secretariat 2B3, Room 222, Victory Building, HM Naval Base, Portsmouth PO1 3LS.

■ Death notices – page 36.



Osborne officers' home to close

A CONVALESCENT home for officers at Osborne House is to close due to its high cost.

King Edward VII Convalescent Home for Officers was established at Queen Victoria's Isle of Wight residence in 1902. But today the Government-maintained home, licensed to accommodate 30 people, costs £500,000 a year.

The home is the responsibility of the Culture Ministry, and Arts Minister Alan Howarth said in the Commons that legislation proposing closure would be put forward in

about two years time, after which the best possible alternative accommodation would be found for the permanent residents, who currently number eight.

A spokeswoman for the Civil Service Benevolent Fund, which runs the home on behalf of the Government, said no new permanent residents would be taken on, but convalescent guests would still be accepted. Accommodation is open to serving and former members of the Forces and, since 1956, to members of the Civil Service.

FLY-PAST

CHANNEL 4's *Classic Aircraft* episode dedicated to helicopters called to mind this picture (right) from our March 1976 issue – a line-up of all the modern types of helo then in RN service, taken off Portland by LA(PHOT) Roger Forbes.

From the top, they were the Sea King, then the world's most advanced anti-submarine helicopter, also used for search and rescue; the Wessex Mk 3 anti-submarine aircraft; Wessex Mk 5 troop carrier; Wessex Mk 1 (mainly SAR); the Lynx, soon to replace the Wasp; the Wasp, still operating from many RN frigates; and the Gazelle basic trainer.

Missing from the group was the Whirlwind – which since it entered service in the early 1950s could not be classified as "modern", although it was still playing a vital role in SAR operations.

Meanwhile last month's story about HMS Sparrow stuck in the Antarctic ice in 1949 pointed to one we carried in February 1969, as HMS Endurance (the current Endurance's predecessor) made her first visit to the far south after taking over as the Navy's ice patrol ship – and was called to rescue six stranded men from the British Antarctic Survey.

She told *Navy News*: "We first heard that a Twin Otter of the BAS had force-landed on the almost inaccessible Larsen ice-shelf when we were

approaching South Georgia, 1,000 miles away.

"Immediately, we turned in a rough sea and Force 9 gale, beginning the long haul down to the ice, and when we reached the pack ice deliberately began bashing through it. During the next 24 hours we penetrated the ice 75 miles and were close enough to fly off our two helicopters to Stonington, the BAS base about 100 miles south of the Antarctic Circle, on the west coast of Grahamland.

"Bad weather and the fact

that they cannot fly in freezing cloud prevented them crossing the 5,000ft Grahamland plateau to the position 45 miles east of Stonington which the fuel-less Twin Otter had reached.

"After five abortive attempts in four days, a weather break gave the aircrew the chance to reach the marooned plane ... The men were in good heart, although they had survived on little more than cold spaghetti and meat and had only four sleeping bags between six."

□ From *The Navy in the News* (see advert on page 22)



● HMS Endurance in the pack ice on her first visit to the Antarctic in 1968-69.



● Magnificent seven – all the modern Royal Navy's helicopter types in service in 1976.

Heli-command to take flight soon

THE NEW tri-Service Joint Helicopter Command, which will include the Royal Navy's "battle-field helicopters", will be formed in October.

The 33 RN Sea King, Gazelle and Lynx aircraft of 845, 846, 847 and 848 Squadrons, currently based at Yeovilton and Aldergrove in Northern Ireland, will join 231 helicopters from the Army and 80 from the RAF to bring the total command strength to around 350 aircraft and 12,000 personnel, with an 80-strong command headquarters at Wilton in Wiltshire.

The command, originally announced in the Strategic Defence Review last July, will also

include the Army's new 16 Air Assault Brigade, currently flying Lynx but due to be equipped with the Apache attack helicopter.

Defence Secretary George Robertson said: "The new command will pool the expertise of the three Services in order to maximise the fighting effectiveness of our Armed Forces.

"Joint operations are increasingly the norm and it makes good sense to bring together, under a single joint organisation, the Navy's Commando helicopters, all operational Army Air Corps heli-

copters, and the RAF's support helicopters.

"The role of the Joint Helicopter Command will be to direct the training, planning and resourcing of these forces across the range of defence missions and tasks, thereby making the most effective use of available assets."

The move will yield a 15 per cent saving in military manpower.

Part of the command will be sea-going, and will be expected to deploy in ships such as HMS

Ocean, but Royal Navy airborne early warning, anti-submarine and anti-surface helicopters are not affected by the new structure, which will be formally established on October 1 this year and become fully operational next April.

Announcing the new command, the first Joint Helicopter Commander, Air Vice Marshal David Niven, said: "In no way do we want to undermine the strength that each of the single Services brings to this operation."

He said the post of commander will be open to all three services. No major moves of units are planned.



New face at Dartmouth gallery

LADY Margaret Fieldhouse unveiled a new portrait of her late husband, Admiral of the Fleet Lord Fieldhouse of Gosport, to be hung in the Senior Gun Room at Britannia Royal Naval College, Dartmouth.

The portrait is by Cornwall artist Nicholas St John Rosse.

Gun-run centenary show

NAVY Field Gunners past and present will gather for the 1999 Royal Tournament at Earls Court from July 20-August 2, which will mark the centenary of the Relief of Ladysmith, the Boer War event that inspired the show's best-known featured item.

Tickets, starting at £6, can be booked through the Box Office on 0171 244 0244.

JACK ET JACQUES

Le Competition pour Les Spice Girls

(Dans le Junior Rates Mess, HMS York, during un très boring maintenance period)

'C'est dead facile, cette compétition de *Navy News*, Jack! Tout que je dois faire est to écrire les noms de toutes les Spice Girls – et puis j'ai won un date avec them!

'Eh? All of them? Vous n'avez pas le stamina, Jacques. Ou le dosh non plus.'

'J'ai already pris avantage de votre nouveau compulsory Fitness Test, Jack! Et as to le dosh – elles sont paying!'

'Yeah? Sounds bon! Let moi 'ave un go, aussi. Donnez moi votre copy de *Navy News*.'

'Pas likely, Jack! Il faut que vous achetez votre own copy. C'est le whole point. C'est un cynical attempt par *Navy News* to make tous les matelots acheter un copy each. Mais cela m'est égal! Parce que je connais bien les noms des Spice Girls! Elles sont "Baby", "Sporty", "Ginger" – mais non! Pourquoi should je tell vous?'

'Vous avez left out "Posh" et "Scary", Jacques. Tout le monde knows les noms des Spice Girls. Et Ginger 'as quit.'

'Merde! Je suis desolé! Je should 'ave known il y avait un catch! Voici le crummy rag – vous êtes welcome to it!'

'Merci ... Ah! Ecoute, Jacques: "Et puis, écrivez dans pas more than douze mots quelle Spice Girl est votre favorite et pourquoi". Voilà, Jacques – c'est le clincher!'

'Je ne comprends pas, Jack.'

'Comme je dis, Jacques, tout le monde knows les Spice Girls. Le lucky winner est l'homme – ou peut-être la femme – qui comes up avec le slogan le plus original ... J'ai un fantastique slogan, moi! Et donc, pour le premier fois de ma vie, je vais acheter mon own copy de *Navy News* ...'

(Deux mois later)

'Jack! Jack! J'ai won le Spice Girls competition!'

'C'est un wind up, Jacques.'

'Non! C'est vrai! Regardez la lettre from *Navy News*!'

'Je suis absolument gobsmacked! J'ai cru que mon slogan était un sure-feu winner!'

'Qu'est-ce que c'est que vous avez écrit, then Jack?'

'"J'aime Baby Spice best parce qu'elle a la best derrière".'

'Mmm. Ce n'est pas bad, Jack.'

'Go on then, Jacques – qu'est-ce que c'est que vous avez écrit?'

'"J'aime Posh Spice best parce qu'elle reminds moi de ma belle maman".'

'Non! C'était le winner? Quelle load de cobblers! Et c'est aussi plus de douze mots!'

'Oui, c'est vrai, Jack. C'est crap, mon slogan. Mais j'ai signed mon form "S/LT DiCaprio, HMS York, BFPO 430" C'était le clincher pour les Spice Girls, je crois!'



Illustrations par TWA.



Drafty... A farewell message

When 'blue liners' could buy you a dream draft

BY THE TIME this issue of *Navy News* appears, I shall be in my last few days before I retire, after 36 exceptionally satisfying and enjoyable years.

If I had to name one reason why I have stayed with the Navy so long and never seriously looked for a change of career, I would say the people - everyone's dedication, flexibility, capability and sense of humour.

I joined BRNC Dartmouth as a Cadet in September 1962 and on my first Wednesday in the Navy, played rugby against HMS Drake.

I was puzzled by the strange smell in the scrum, which I later identified as rum.

Considering that it was established in later breathalyser days that a tot at lunch time left Ratings well over the alcohol limit for driving when they went home at tea time, the standard of play was remarkably high! Happily, we have moved on to more civilised days.

The Drafting process has also moved on considerably during my time. The Ship's Company in my first ship, HMS Urchin, had been drafted there for the whole commission and there was precious little



"Maybe he's not getting enough dosh in this job?"

chance to move and do courses during that time.

When I joined submarines in 1968, Submarine Drafting was based in Alecote Colonnade in HMS Dolphin and it was rumoured that 200 'Blue Liners' (RN cigarettes) could get you any draft you wanted.

I can't vouch for that, but an ex-Submarine PO Stoker who was the

driver at the Admiralty Interview Board when I was there as Captain told me that he used that technique and had married accompanied drafts to Malta, Singapore and Australia...

It was worse in the Army! When my father was a Sergeant during the second world war, his Regimental Sergeant Major was a particularly unpleasant man who was about to become an officer.

The RSM was desperately keen to win the Sergeants' Mess billiards knock-out competition and, although a poor player, so terrified the other Sergeants that he arrived in the final against my father - who had mis-spent his youth.

He sent for my father beforehand and emphasised that it was his dearest wish to have his name on the cup before he was promoted, and that it would go badly for my father if the match went the other way.

The other Sergeants bet my father a month's beer to win. As my father was about to play the

winning shot the RSM hissed in his ear:

"Sergeant Critchley, if you sink this you'll be on your way to Burma within a week." My father sank the shot - and the very next morning a different Sergeant Critchley got a draft chit to Burma.

The point of these 'dits' is to demonstrate that manpower deployment is now much fairer and better organised.

I am full of admiration for the hard work and professionalism of my staff. At the very least, I think that today's Drafty would get the right Sergeant Critchley! Nonetheless, there is still a clear need, if not to break the mould of drafting practice (why discard a good system that has stood the test of time?) at least to alter it so that it becomes more personal and accessible as we move into the 21st Century.

We have proposed a whole raft of measures to achieve this and to

make drafting more like appointing.

Firstly, selective promotion for all ranks and the Ratings and Other Ranks Reporting System (RORRS) are well under way and coming into effect progressively this year.

They will enable bright people to achieve fast track promotion rather than sit on long, demotivating rosters and, I know, are warmly welcomed by the vast majority.

We have already introduced written Promotion Prospect Assessments for Senior Rates sweating on promotion to Warrant Officer and are hoping to extend this to promotion to Chief this year.

The Royal Marines Careers Hotline is on stream in the Corps Drafting Office helping Marines to make informed choices about specialising, and we are experimenting with 'job adverts' here in Navy News and in the Globe and Laurel, and bench-marking to measure ourselves against the best of current practice.

We want to make our response to applications for branch transfer much more informative and helpful.

The only way that Ratings can establish their chances at the moment is by making a representation. We want to be more efficient in our management of ratings in the margin for medical and welfare reasons, to do more roadshows and surgeries and to be able to develop and implement more career management initiatives. We also intend to allow access by all Senior Rates to their drafter.

For Junior Rates, the Continuity Drafting trial about to start in the 6th Frigate Squadron in Devonport aims to reduce turbulence and to give them face-to-face contact with the Drafting Cell in the Squadron Offices.

All these things take staff time, and with the constant call for economies we are finding it difficult to maintain even the present level of service.

Situations vacant

CPOAEA(L) for HMS Ark Royal. Shore billet based at Rosyth, NBCD duties. Required June for two years.

CPOAEA(L) for HMS Ark Royal. Shore billet based at Rosyth, also required June for two years.

CPOAEA(M) for FONA. A shore billet based at Devonport. AE representative duties, CDL essential. Required September for two years.

CAEM(M) for DNAS MASU. A shore billet at Gosport to support a/c movements, LGVC essential. Required June for two years.

CAEM(M) for DNAS MASU. A shore billet at Gosport. Abnormal load route surveyor, DVR essential. Required July for two years.

CPO (ANY) for NP 1067. A sea-going billet based in Kosovo. NATO verification duties. Required November/December for six months.

Three AEMs required for shore billets at HMS Cambridge, HMS Raleigh and Britannia Royal Naval College, Dartmouth. Security duties. Required August for one year.

My bid for more funding to implement these measures is under threat at the moment, but with so much high level support for the policy of improving career management for Ratings, I am confident and optimistic that, despite the current severe monetary constraints, they will be introduced.

Commodore John Musters takes over from me on March 5. I know that he is a strong supporter of the Naval Manning Agency initiatives and I wish him the very best of fortune in this critically important Directorate.

Cdre John Critchley,
Commodore Naval
Drafting



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THE LATEST addition to the Royal Fleet Auxiliary Service has been officially named RFA Sea Centurion at a ceremony at Marchwood military port.

The 21,000-tonne strategic lift vessel which has three vehicle decks and a combined lane space of 3000m, will be the lead ship of the Joint Rapid Reaction Force (JRRF) which will be formed next month.

The honour of naming her went to Mrs Caroline Richards, wife of Chief Joint Rapid Deployment Force (Operations) Brigadier David Richards.

Sea Centurion was built for Stena in La Spezia, Italy, and is under charter to the RFA. She was handed over in October, but she has been so busy she has only just been named.

Her first task in October was to take battle tanks to Canada for a British Army Training Unit. A week later she sailed for Thessaloniki with armoured vehicles which may be needed to extract observers in Kosovo.

Since then she has been to Plymouth and Dundee, delivered Royal Marines to winter exercises in Norway, and has visited Antwerp (twice) and Eemshaven in the Netherlands.





Also known as Diligence...

A number of ships have been named Diligence – but many, like the current RFA vessel, had other names as well.

A brigantine, originally HMS Intelligence, was renamed as the first Diligence in 1692 and sold in 1708.

The second, a 6th Rate, was bought in 1709 and sold three years later, to be followed by a sloop built in 1756.

As a fireship she became HMS Comet in 1779, and was sold the following year.

The fourth Diligence was the brig-sloop Spencer, renamed in 1795, but she was wrecked in the Caribbean in 1800.

In 1801 the sloop Union was bought and renamed as the fifth Diligence, followed by the lugger Thistle, which became Diligence in 1812.

The seventh was a 567-ton

transport. Built in Ipswich in 1814, she became a coal hulk in 1861 and was eventually sold in 1904.

Apart from a 33-ton dockyard hoy of 1859, the next scheduled Diligence, a wooden screw sloop, was laid down in Chatham in 1862 but cancelled the following year, so the eighth was a destroyer depot ship, ex-Tabaristan, which was bought in 1913.

Matters become somewhat confusing at this point, as a 1906 tug already named Diligence was renamed Security in 1914, and served as a drifter during the war.

The penultimate Diligence was a 4,023-ton Lend-Lease destroyer repair vessel which came to Britain in 1944 but was returned to the US Navy in 1946.

Facts and figures

Class: Forward repair ship
Pennant number: A132
Builder: Oesundsvärdet AB Landskrona, Sweden
Completed: 1981
Displacement: 10,765 tonnes
Length: 112 metres
Beam: 20.5 metres
Draught: 6.8 metres

Speed: 10 knots
Complement: 38 civilians
Machinery: Diesel-electric drive; five Nohab-Polar diesel generators; four NEBB motors; one propeller; two 360 degree azimuth thrusters; two bow thrusters
Aircraft: One landing spot for Sea King, Chinook or Lynx

● Ready for anything – RFA Diligence is packed with equipment and engineering facilities

Global role for versatile RFA

Last year saw something of a departure for Royal Fleet Auxiliary repair ship Diligence.

The vessel acted as mothership for the Third Mine Countermeasures Squadron deployment to the Gulf – far from her normal operating base in the South Atlantic.

And it was in the Falkland Islands that Diligence first took on a defence role, for she started life as the MV Stena Inspector, a multi-purpose support vessel for North Sea oil operations, but was taken up from trade in May 1982 as a fleet repair ship during the Falklands Campaign.

She was subsequently purchased from Stena (UK) Line by the Ministry of Defence in October 1983 and entered the Clyde Dock Engineering facility, where she was converted and military features added, including a large workshop for hull and machinery repairs, supply facilities, accommodation, armaments and magazines and communications fits.

She is designed to provide forward repair and maintenance facilities to ships and submarines operating away from their home ports, so in addition to a variety of workshops she can also provide auxiliary electrical power, fuel, water and sullage reception.

Diligence is the Royal Navy's primary battle damage repair unit, and is on short notice to react to developing situations worldwide.

During the mining of the Straits of Hormuz in 1987-88 she provided forward support to the multinational minesweeping operation based in the UAE.

While there she provided repair and towage to HMS Southampton after collision damage, and in 1991 Diligence was again in the Gulf during the war, where helped to repair American ships damaged by mines.

One of the key features of the ship's design is her computer-assisted dynamic positioning system which can keep the vessel static in poor conditions, using the ship's range of thrusters and the variable-pitch propeller.

She is fitted with a decompression chamber, and has a helicopter deck on the roof of her bridge.

As her hull is built to the highest ice class specification, she can operate anywhere the Navy does.

She deployed to the Far East as submarine support ship during Ocean Wave 1997, and, following the Gulf deployment last year with MCM3, she spent just two weeks back in the UK before sailing to the Falklands to support RN units in the South Atlantic.

She returned to Faslane in December and is now on her way back to the Falklands.

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● The Attacker – short but significant service.

Supermarine Attacker

ORIGINALLY intended for the RAF, the Supermarine Attacker became the first jet fighter to be standardised in Royal Navy service.

Work began on the design in the latter stages of World War II, the first prototype flying in 1946, followed almost a year later by the naval prototype. The first of 145 production aircraft flew in 1950, and the Attacker entered service with 800 Naval Air Squadron in 1951.

By 1953 Attackers also equipped 803, 890 and 736 Squadrons, all of which took part in the Coronation Fleet Review at Spithead that year.

But the Attacker's reign in front-line service was fleeting. It was replaced in 1954 by Sea

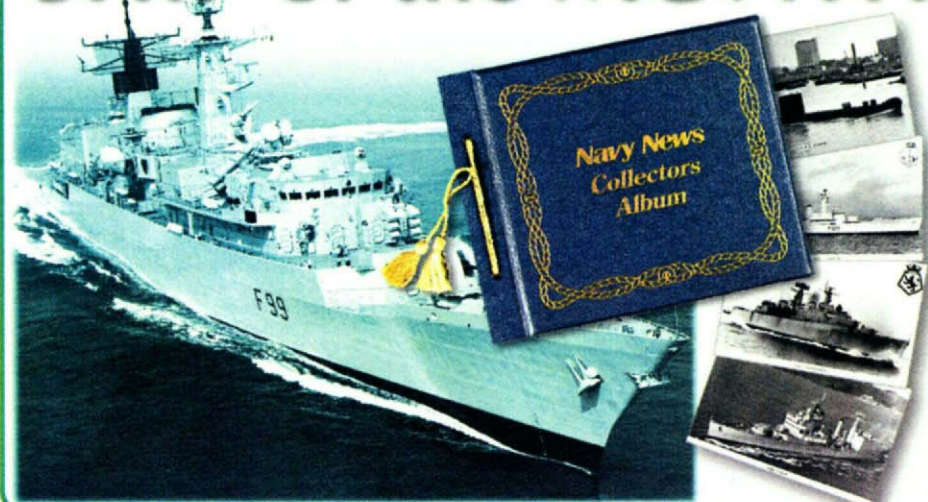
Hawks or Sea Venoms and relegated to four Reserve squadrons, the first of which – 1831 RNVR Squadron – became the first Naval Reserve unit to fly jet aircraft.

By 1957 the Attacker had disappeared altogether from Fleet Air Arm service.

The Supermarine Attacker F.1 was powered by a Rolls-Royce Nene 3 jet engine producing 5,100lb of thrust giving a maximum speed of 590mph at sea level and a climb rate of 6,350ft a minute. Range was 590 miles or 1,190 miles with an auxiliary tank carried ventrally. Service ceiling was 45,000ft.

The Attacker was armed with four 20mm cannon, and the FB.1 fighter-bomber version could carry eight 60lb rockets or two 1,000lb bombs.

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JACK

BY TUES



Star piece pays off

I SHOULD like to express my sincere gratitude to *Navy News* for publishing the article "More will get Atlantic Star" (November issue).

I have always been disappointed that I did not receive the Atlantic Star although I felt my sea time was sufficient. Following the suggestion at the end of the article, I wrote and was delighted to receive a letter informing me that my service qualified me for it.

It appears, however, that "those qualifying for both stars (Atlantic and France & Germany) can only be awarded one star with a clasp recognising that service for the second star has been rendered". I have also received the clasp lettered "Atlantic" to be attached to the ribbon of France & Germany.

Had I not been a regular subscriber to *Navy News* I should never have known about the new interpretation of the regulations - this demonstrates that *Navy News* is "on the ball". - J. D. Eccles, Redhill.

Usage and abuse

I HAVE often experienced a small niggle of aggravation when I see reports in the Press or hear radio and TV announcers referring to the ship's company of a Royal Navy ship as "the crew".

I suppose one must make allowances for the landlubbers' lack of knowledge of RN tradition (they probably also refer to ships as "boats").

Imagine, however, my horror whilst I was watching TV coverage of HMS London's final visit to London, when I saw and heard a CPO refer to the ship's company as "the crew"! Is this another tradition to sink without trace since I left the RN in 1980? - M. B. Kelly, Sunbury on Thames.

I AND others enjoy your "Yangtze Incident" cartoon strip - but no doubt others will have remarked on the solecism "HRS" after times? Never, ever, in RN usage! - Capt C. M. Robinson, Funtington, W. Sussex

Painful start to life in a blue suit

THE DRAWING of the dentist pulling teeth in 1898 brought back memories of HMS Ganges in 1940. I recall it was on May 7 that we had to visit the dentist before kit issue. We fell in in a long line three or four deep. I was about three-quarters back, so I could not see why we were there. As I got nearer the front I realised why - men in front of me were falling down fainting at what they saw.

My turn came all too soon. I sat in the dentist's chair and a Petty Officer stood behind me and put his interlocked fingers across my forehead, pressing my head firmly back against the headrest. He then leant back with his knee pressing into the chair's back. My head was an unmovable object.

The dentist stood in front of me, his white coat spattered with blood. He was holding a silver mirror tool that went into the mouth with a pair of pliers. "Open wide," he commanded and I obeyed unthinkingly. He inspected the inside of my mouth and announced that two teeth had to come out.

"Don't move," was his next command. If I hadn't been so scared I could have laughed. There was no way I could move in the headlock the PO had me in.

The top half of a broken tooth came out first. Then one in the bottom of my jaw. One jerk of the pliers and my mouth full of blood. No anaesthetic.

The dentist was efficient but not very caring - the gum surrounding my top tooth had a right old tear

and there was blood over my white civvy shirt. - J. Steele, Nottingham.

I WAS puzzled by the "Drawing Teeth" picture since it seemed vaguely familiar - I recall similar scenes in "Victorian and Edwardian Navy from old photographs" published by Batsford.

Upon investigation, it appears that Harry Barnett's inspired picture is in fact a composite of three of these. I wonder who inspired the photographer? - R. G. Miller, Fareham.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Survivors sought

REGARDING Ernest Plowman's account of his life in captivity (December issue), the Far East Prisoners of War Memorial Church at Wymondham, Norfolk is now planning to extend the commemoration rolls to include those who died and are not yet included and also add those who survived but died later.

Anyone wishing to submit names should contact FEPOW Memorial Fund, Church of Our Lady & St Thomas of Canterbury, 1 Norwich Road, Wymondham, Norfolk NR18 0QX. - Sister Frances North, Wymondham.

PAY 2000 - MORE WORK TO COME

HOW refreshing it was to read that after so many years of being trapped within a restrictive "all of one company" pay system that something new and improved was on the horizon.

Your lead article in the January issue seemed to carry nothing but good news until I read that only the ratings' corps would be affected by introducing "whole trade scores"; officers will only have "one pay range per rank". This was explained by there being "insufficient job evaluation so far". This statement is not only misleading but intimates an ignorance of past studies and of ratings' current employment patterns.

As a newly promoted Warrant Officer I spent nearly two years assisting in the completion of a full job evaluation of the officer corps as part of the Requirement Evaluation Team.

The evaluation was carried out with professional assistance and utilised an internationally recognised standard for job weighting. It looked at every appointment open to officers both ashore and afloat. The results were made available to Director Naval Manning and TLBs to assist with manpower decisions.

Whilst this data could only present a snap-shot of each appointment at the time, it did provide a full job weighting and not that many of the appointments will have changed enough to render the information insufficient for use by Pay 2000.

The article continues saying that whole trade scores could not be used for the officer corps as "officers from different branches and seniorities undertake the same or similar appointments". All seniorities of all ratings trades are regularly employed outside their core skill areas.

This is increasing as a result of the civilianisation and partnering initiatives ashore. The lack of job evaluation and the wide range of appointments undertaken by the officer corps is a poor excuse to allow retention of the now redundant "all of one company" pay system.

The size of the ratings' corps compared to the officer corps would suggest that it would be more prudent to introduce the Pay 2000 for that corps before attempting the same for the ratings.

However I suspect that the statement that "some personnel currently serving will earn more and some will also earn less over the rest of their careers than they

would have done under the old system" has more to do with the decision not to include officers fully in Pay 2000 than anything else. - WOWTR R. J. Lewis, HMS Excellent.

D/DNSC(Pay) writes: The Job Evaluation system on which the new pay system is founded is based on a civilian job evaluation system which has been modified to enable a true reflection of the factors which affect the employment and therefore job weight of military personnel. A trial of the system was completed in mid-1997 and it is probably the work carried out during this trial to which your correspondent refers. This trial was, by definition, limited in scope and it was recognised at the time that a considerable volume of job evaluation of military trades in all three Services still needed to be carried out in advance of introduction of the new pay system on April 1, 2000. This work continues.

The job evaluation trial did indeed consider officer appointments, and, as a result of individual post evaluation during the trial and subsequently, Flag Officers have already been placed in pay ranges (3 at 2 Star and 2 at 3 Star). However, for more junior officers in all three Services the trial posed more questions than it provided answers. This was in part due to the fact that during the trial it was only possible to evaluate a cross-section of the wide variety of jobs which an officer may carry out, whatever his or her specialisation.

It was therefore decided that officers of Commodore rank and below should, for the moment, remain on one range, although the application of pay ranges to other sections of the officer corps at a future date has not been ruled out. The potential for lower through-career earnings and differential rates of pay were certainly not reasons for the retention of a single incremental scale for officers. This decision has enabled the limited resources available for job evaluation to concentrate on achieving viable whole-trade scores for significantly greater numbers of other ranks in the RN, Army and RAF.

Unlike the RN with its "all of one company" pay system, the Army and RAF have had pay banding for their other ranks, and therefore effectively pay ranges, for many years. This has considerably eased the task of applying the new job evaluation system to those two Services, and also by association to other ranks in the Royal Navy. However, the fact remains that there is still a significant number of RN and RM other rank trades for which job evaluation is currently under way and which will not be completed before autumn this year.

The task of job evaluation will not stop on April 1, 2000. The process will continue with regular re-evaluation carried out to ensure that whole-trade scores, and therefore pay, continue to reflect the ever-changing shape of the Armed Forces of the future.

We were the fastest in the world



WHILE I admire the performance of MTB 102, I served in HMS Brave Swordsman in 1961 and she regularly exceeded 55 knots whilst at cruising speed - we rarely went flat out!

We had a plaque stating we were the fastest warship in the world and proudly displayed it.

Incidentally, whilst at Kiel I captained a small rifle shooting party that competed against the various European nations with much larger ships and personnel. We won the cup for the highest score and returned to Gosport with it. Does anyone know where it is now? - F.Hagan, Lytham-St-Annes.

● HMS Brave Swordsman, July 1962.



No.536 45th year

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● Swordfish over HMS Ark Royal, sunk on November 14, 1941, six months after the Bismarck

Whose Swordfish sealed Bismarck's fate?

IN A book *The Navy – 1939 to the Present* Day author Max Arthur carries an article by Telegraphist Air Gunner Les Sayer and Lt Percy Gick from HMS *Victorious* who claim their Swordfish was responsible for the hit on Bismarck which jammed her rudders.

As a member of the ship's company of HMS *Renown* my recollection of one part of the incident is as follows.

Force H, comprising HMS *Renown*, Ark Royal and Sheffield, based at Gibraltar, on May 25, 1941 was ordered to move to a northerly course to cover Atlantic ports. The six accompanying destroyers were sent back to Gib for oiling.

The next day *Renown* received a report that a Catalina aircraft had sighted Bismarck some 690 miles from Brest and Swordfish aircraft

from Ark Royal reported to have made contact and shadowing Bismarck.

Sheffield was also dispatched to shadow her. The first wave of Swordfish from Ark Royal mistook Sheffield for Bismarck and fired torpedoes which fortunately missed the target.

The second wave from Ark Royal found the Bismarck and obtained two hits, one jamming the port side rudder at a 15 degree angle and flooding the stern compartments. This meant that the Bismarck could not steam ahead and could only circle. Which account is correct? – A. E. Griffiths, Kenilworth.

Ludovic Kennedy's book *Pursuit – The Sinking of the Bismarck* attributes the blow that sealed the ship's fate to two aircraft of No 2 sub-flight from HMS Ark Royal piloted by Lt "Feather" Godfrey-Faussett and S/Lt Kenneth Pattison. – Ed.

Uniform look in Ruislip

IT IS truly refreshing once again to be able to swagger down the High Street whilst wearing Naval uniform. This is an enjoyable experience – but away from the South coast things are not as they should be.

Eagerly grasping the opportunity to display my 5Js in the public areas of Ruislip, I approached two elderly gentlemen proudly exhibiting their war medals. As my 50p plunged to the bottom of their collecting box, one of them exclaimed: "It's good to see the uniform back on the streets."

Pride exploded from every fibre of my woolly pully – but then he said: "And which service do you belong to?"

Help me to a bollard! Now, if I'd been wearing light blue or green I'd have been instantly recognised. Unfortunately for the Senior Service the public now gaze at us with quizzical expressions on their faces.

The question on their minds is: Are you a security guard, bus driver, ferry driver, hospital porter or (dare I say it) funeral director?

It seems that all manner of people are wearing a similar uniform to ours, with epaulettes included.

When one next ventures into public view one may need to emit the aroma of seaweed and salt, carry a parrot and ask check-out girls where they keep the Cheesy-hammy-eggs.

I hope I shall fare better with the unsuspecting public of Harrow-on-the-Weald. – CCCT S. R. McLeod, PJHQ Northwood.

Glorious questions

THE RECENT documentary on Channel 4 about the sinking of HMS *Glorious* and her destroyer escort highlighted the still unanswered questions regarding their tragic loss.

It is ironic that though the German records on the action have been open for some time now, ours are not to be released until 2041. – W. R. Cook, Edinburgh.

VCs down under

I HAVE received the December 1998 issue of *Navy News* from a friend of mine, Tom Healy, drawing my attention to the story of the grave of Thomas Reeves, VC.

As mentioned in the story, two other members of the Naval Brigade were awarded the VC for the same action.

They were Mark Scholefield and James Gorman. Five men were involved, but two died and their names were not recorded.

Information has been sent to me by another friend, Bert Gedin, a member of the Crimean War Research Society, that the Muster Book of their ship, HMS *Albion*, shows that only three Men or Boys died on November 5, 1954.

Mark Scholefield is reported to have died at sea in February 1858. James Gorman emigrated to Australia in 1863 and led a well-recorded life in Sydney, where for 14 years he was a member of staff of the Nautical School Ship *Vernon*. He was Second Mate at the time he resigned this post to become Foreman of the Naval Magazine on Spectacle Island. He died of a stroke in 1882 at the age of 47.

At the time of the VC investiture, James Gorman was serving in HMS *Elk* on the China Station. Like Reeves, he lies in an unmarked grave. His is in what is now known as Pioneers Memorial Park, Leichardt, Sydney.

A war memorial in the park to honour those from the area who died in World War I bears plaques inscribed for Gorman and for W. M. Currey, VC and J. Mackey, VC.

Gorman was the first VC to live in Australia. – H. Willey, Scone, New South Wales.

Billiards on board

WHILE in training at HMS *Raleigh* we did our short torpedo course on board HMS *Defiance*, moored up a creek of the Tamar, getting there by marching through the grounds of Anthony's House and finally to the ships by launch.

Defiance, if I remember correctly, consisted of three vessels. One was *Defiance* herself, an old wooden wall of Nelson's era; one a black-hulled ram-bow cruiser I think named *Vulcan*; and one a pre-Dreadnought battleship called *Inconstant*. Both the steam vessels had admiral's walks at the stern. There was another strange thing – a billiard table on board. Very strange for a ship afloat.

I would be most grateful if anyone could let me know the history of these vessels and their final fate. – B. C. Broadley, Besseges, France.

A number of ships formed part of the *Torpedo School* at different times. The *Defiance* the correspondent refers to must be a 2nd rate of 1861, which was sold in 1931. HMS *Inconstant* was a frigate of 1868 and HMS *Vulcan* a torpedo vessel of 1889, sold in 1955. – Ed.

Rough justice in the Anson

REGARDING the article "Running the Gauntlet" (January issue) I well remember serving on board HMS *Anson* in 1948, doing my training as seaman, when there were items going missing from lockers over a period of weeks.

This was duly reported to our Instructor PO, with deep regret by us trainees. The PO laid a trap for the unknown thief by placing some items in an unlocked locker. He and another PO hid in the hammock rack and caught the culprit at the first attempt. He was another Ordinary Seaman (thankfully not my mess) who owned up to all the thefts.

The culprit was taken by some 20 trainee seamen down to the shower/washroom locker, stripped and hosed down with seawater and scrubbed with long handled deck brooms.

It wasn't a pleasant task – but finding your possessions stolen wasn't pleasant either.

He accepted his ordeal with very loud screams of obvious pain and was handed over to the PO who made him dress and report to the PO's mess in one hour. We later heard that on his visit there he was handed out some similar expressions of distaste for his kind. We were also told that they then told the thief to report to the CPO's mess in two hours with his bag and hammock packed and he was subsequently sent off the *Anson* via the next MFV – and out of the Navy as well. – W. Devon, Liverpool.

False alarm

YOUR FEATURE of HMS *Triumph's* visit to South Georgia (January issue) reminded me of a wartime story that was told to me by a Norwegian whaler.

When Germany invaded Norway in April, 1940, the whaling fleets in the Southern Ocean were instructed to make their way to a neutral port. One lone "Catcher" Gunner, being without charts, decided to make his way to Grytviken. He managed this using only a child's school atlas and on arrival his vessel was conscripted into Grytviken's defence force.

The idea was to patrol the approaches and to warn the shore radio station of any German armed raider's approach by sounding a continuous blast on her siren.

Three Catchers took eight hour watches throughout the 24 hours. One very foggy morn, two of them, one relieving the other, almost collided but gave the customary single hoot of the horn, the "I am turning to starboard" signal.

Unfortunately the lanyard broke and the siren lever jammed. The radio shore station immediately sent a signal to the Admiralty that a German raider had been sighted.

This signal was subsequently rescinded, but some days later our Gunner was relieving himself over the side as was his usual practice first thing in the morning, when he

looked up to find himself gazing down the barrel of a 6in gun. The Admiralty was taking no chances. – D. Whitehouse, Cheltenham Spa.

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BUBBLY, BUT INTELLIGENT, 19 yr old blonde. Seeks humorous RN/Marine blokes. BOX MARCH 23

MIDLANDS DIVORCED LIVELY redhead. Seeking tall serviceman, 35-45, for correspondence, friendship, maybe more. N/S G.S.O.H. BOX MARCH 24

BRUMMIES, YVONNE & HELEN, both 31. Seeking Naval penfriends, G.S.O.H. BOX MARCH 25

TALL, SLIM, BLONDE, attractive Lady Doctor, 30. Seeks unattached Officer penfriends similar age. BOX MARCH 26

PERSONAL

POWELL LS (S) S J, HMS IRON DUKE,

30 Man Mess, at sea until July 1999.

Steve, my heart and thoughts are with you babe, just you take care out there. I'll be here waiting for you. I love you so very much. 3-8-1, always and forever, love Di xxx

JOHN MITCHELL

Mary, born November 1946. Trying to trace her father John Mitchell. Served as cook/chef on British Naval Ships. Was in Singapore in 1946. Acquainted with her uncle Chung Lian Fatt Resided in London until 1984.

Reply to Box No 9668 or phone Singapore 00654742807

HMS JAGUAR 1968-1970

James Thomas (Taff) Rugby Team. Surprise reunion - shipmates "Tiny" Little, Larry Grayson and Barry Barnes. Please contact between March 7-13 on 01495 221413

PRETTY, INTELLECTUAL ELIZABETH, 47, single, unhappy in undisciplined Wrexham. W.L.T.M. sincere, mature Officer. My hobbies include music, reading, travel, walking. W.L.T.M. his friends too, to share a happier life. Box No. 9669

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People in the News



Like father, like son

NEW RECRUIT Simon Howick followed the excellent example set by his leadership instructor father CPO Bill Howick, by enlisting in the Royal Navy.

The 16-year-old from Sunderland completed his basic training at HMS Raleigh in Cornwall and has now moved on to HMS Sultan in Gosport to train as a Marine Engineer

His graduation from Raleigh was also a big day for his father who works at the RN School of Leadership and Management in HMS Excellent and has completed 23 years in the Navy.

He said: "I'm extremely proud of Simon's achievements and I would recommend this choice to any young man or woman who is not afraid of hard work, and who is looking for adventure and the opportunity to travel."

● PROUD DAY: Leadership Instructor Bill Howick (right) with son Simon, at his graduation from HMS Raleigh.



Commando wins fast jet wings

A N OFFICER of 40 Commando has become the first Royal Marine to earn his fast jet wings for over 30 years.

Lt Phil Kelly has just completed basic training on Hawk aircraft at RAF Valley in Wales.

And he will eventually go to pilot FA2 Sea Harriers in one of the front line squadrons of the Fleet Air Arm.

After joining the Royal Marines in 1994 and completing a year-long young officers course, Lt Kelly became a troop commander with 40 Commando.

Since then the 27-year-old has served in Northern Ireland and deployed on exercises with the Royal Marines world-wide.

After more weapons training at RAF Valley, Lt Kelly will be posted to 899 Squadron at Yeovilton, where he will learn to fly the Sea Harrier.

To honour his achievement, the salute at his passing out ceremony was taken by retired General Peter Whiteley, who was a once a Sea Fury pilot with the Royal Marines.



● FAST LEARNER: Royal Marines Lt Phil Kelly who is destined to become a Sea Harrier pilot after passing basic fast jet training.

Historic occasion for Navy Chaplain

THE NEW Chaplain to the Third Destroyer Squadron received his licence in a historic ceremony held on board HMS Liverpool.

The Rev Nicholas Pneumaticos is believed to be the only chaplain to receive his Royal Navy licence on board a warship in living memory.

The Church of England clergyman was presented by Squadron Captain Philip Wilcocks and the Archbishop of Canterbury's licence was presented by Archdeacon of the Navy, the Rev Simon Golding.

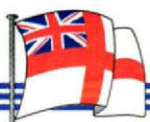
Rev Pneumaticos was born in South Africa but left as a refugee in 1981. He trained for the priesthood after studying modern British history and for a Masters Degree in Commonwealth and International Relations.

He became interested in the Navy after growing up near the port at Simonstown, and working as a curate near RNAS Yeovilton.

In his first months of appointment he will visit all of the Third Destroyer Squadron ships, HMS Liverpool, Birmingham, Glasgow, Nottingham, Edinburgh and York and deploy abroad.



● HISTORIC CEREMONY: The Rev Nicholas Pneumaticos (centre) with the Rev Sally Theakston, Archdeacon Simon Golding and Capt Philip Wilcocks, after the presentation of Rev Pneumaticos' licence on board HMS Liverpool. Picture: Surface Flotilla Photographic Unit.



People in the News



Top pilot is son of Falklands ace Ward

TOP GUN on the latest Fast Jet Training Course at RAF Linton-on-Ouse was the son of Falklands Harrier ace Cdr Nigel 'Sharky' Ward.

Lt Kristian Ward, known as 'Mental' to his friends, won the award for best overall student on the course and won a number of others for low flying and navigation.

The arduous course lasts for almost a year and sees large numbers of would-be fighter pilots being withdrawn or 'chopped' along the way and culminates in 120 hours of flying in the highly manoeuvrable Tucano training aircraft.

At Lt Ward's graduation, he took to the skies with his retired father, albeit in different aircraft, in a formation of nine Tucanos

for a flypast of Linton airfield. Sharky Ward flew in the front seat of one of the Tucanos under the watchful eye of his son's instructor, Lt Gary Langrish.

Gary, a Sea Harrier pilot currently on loan to the Royal Air Force, said: "Sharky has lost none of his flying skills and could show his son more than a thing or two!"

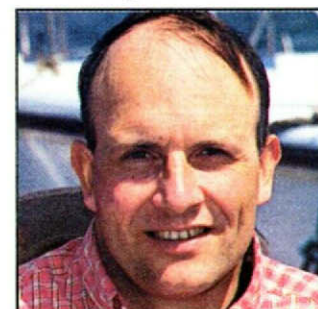


Before leaving Linton on Ouse, near York, Sharky presented the station with a signed copy of his best-selling book on his Falklands experiences 'A Maverick at War'.

His son Kristian has moved on to advanced flying training on Hawk aircraft and will soon be completing his training on Sea Harriers at the Royal Naval Air Station at Yeovilton.



● TOP GUN: Lt Kristian Ward is presented with his trophy by Gp Capt Glenn Edge and (above) with his father Sharky Ward (centre) and instructor, Lt Gary Langrish. Pictures: Cpl Colin Gamby



● Trevor Jones, who is sailing to Australia in 2000.

DISABLED SAILORS SOUGHT

YACHTSMAN Trevor Jones is looking for other disabled sailors to join him on a round-the-world voyage next year.

The former Navy pilot who was paralysed in a skiing accident wants to hear from any quadriplegics who are interested and says that a sense of adventure is more important than sailing skills.

He said: "The boat has been fully adapted, so previous sailing experience is not essential - a sense of adventure and a high pain and boredom threshold are the most important qualities!"

Trevor will depart in his 60ft wing-sailed trimaran 'Inventure' in April 2000 and arrive in Sydney at the start of the Olympic Games.

The voyage will be broken down into stages with up to five crew changes to allow as many disabled sailors as possible to take part and Trevor is also selecting two able-bodied sailors to complete the whole voyage, providing assistance where necessary.

Volunteers, and potential sponsors of the high-profile voyage, can contact Trevor on 0171 371 8403.

Quick action stopped fire spreading

A QUICK reaction by a member of HMS Dryad's NAAFI staff helped to stop a fire from spreading in the Junior Rates Club.

Simon Wilkinson was alerted by a smoke alarm which was triggered after a carelessly discarded cigarette had set a waste paper basket on fire.

The fire took hold rapidly and the flames were coming close to spreading to the fabric of the building, but it was quickly put out by Simon, preventing a major loss.

Simon's quick-thinking and prompt action was praised by the Commanding Officer of HMS Dryad, Commodore John Hance, who presented him with a commendation and a cheque for £50.



● ALERT: Simon Wilkinson



Brigadier enlisted to name new vessel

AN ARMY BRIGADIER was given the unique honour of naming a Royal Navy vessel at the Defence Diving School.

Since 1995 the RN has shared facilities at the Horsea Island site with the divers from the Royal Engineers (see centre pages).

And it was Chief Engineer (Army) Brigadier Albert Whitley who was asked to spray the bubbly on the deck of the schools new towed array diving tender 'Sapper'.

The 20-metre vessel is capable of 12 knots and provides a very stable platform for divers to operate from.

The naming ceremony concluded with a tour around Portsmouth Harbour which also gave Brigadier Whitley the chance to take the helm.

● Brigadier Albert Whitley (left) at the helm of the new tender 'Sapper' with Lt Col Robbie Hall, Commanding Officer of the Defence Diving School.

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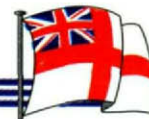
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Helping Hands



● **Special present** – Surg Capt Stephen Lambert-Humble, regional Principal Dental Officer, presents the microscope to Julie Filer, watched by Julie's father Graham (crouching) and HMS Nelson dental department staff.

Julie becomes the focus of attention

A SPECIAL Christmas present has given a schoolgirl added incentive to pursue a career in medicine.

Julie Filer, whose father is a postman at HMS Nelson in Portsmouth, suffers from spina bifida and has spent a lot of time in and out of hospital since the age of three.

Now aged 12, Julie has for years maintained that she wants to become a surgeon – and top of her Christmas list, to help her studies, has

always been a microscope.

Stores manager Barry Taylor is a regular fund-raiser, and wrote to Leica Microsystems, who offered a Galen III instrument.

So Julie was invited to the Nelson dental department, where she was almost reduced to tears when she opened her surprise present.

Julie, of Portchester Community School, said: "Now I will have to become a surgeon."

Second US trip for autistic boy

● **Brighter future** – Connor Kightley with little sister Grace.



AN AUTISTIC child from a Naval family is to return to the United States as part of his therapy programme.

Five-year-old Connor Kightley had no speech and found any form of communication difficult.

He would not be consoled, would only eat crisps and other similar food, had limited eye contact, no social relationships and spent most of his time building bricks.

But a five-day intensive therapy course at the Options Institute in

Massachusetts had a profound effect. He can now make sounds and is close to forming words, he ate everything he was offered, and, according to his mother Michelle, "he has never seemed happier."

There had been a major fund-raising programme, including parachute jumps, marathons, cycle rides and raffles, to gather £8,000 to pay for the course and work to convert the Kightleys' garage into a therapy room.

Part of the total was provided by the RN and RM Children's charity, the Royal British Legion and the Lions.

Now it is time to consolidate what has been achieved – and Darren and Michelle are looking to raise £6,000 for what is expected to be his final therapy session at the Options Institute in May next year.

Darren was an AB(S) in the

Navy for five years, including service in HM ships Coventry, Beaver, Illustrious, Kent and Kedleston, while Michelle was a dental nurse at RNH Haslar for three years.

Connor's father has given up work to lead the home therapy sessions and care for the couple's two-year-old daughter Grace, while Michelle works full time as a midwife to support the family.

Connor's grandfather, Lt Cdr Ron Newton (ret'd), works at HMS Nelson.

Mrs Kightley said: "We would be most grateful for any assistance that could be given to enable our brave little son to achieve his full potential."

For more details contact the Kightleys at 2, William Street, Belper, Derbyshire DE56 1DN, or telephone Lt Cdr Newton on Portsmouth Naval Base extension 23418.

Paul will take the high road

A ROYAL Navy steward will be facing the challenge of a lifetime – a 100km trek in the foothills of the Himalayas in Nepal.

Paul Swidenbank and his girlfriend Andrea are taking part in the Himalayan Challenge in May to raise money for Whizz-Kidz, a charity which aims to give disabled children confidence and freedom of movement by providing mobility aids.

Paul, currently serving in HMS Shetland, said the decision to risk six days of wide-ranging temperatures and sore feet was an easy one to make – and he is determined he won't let his sponsors or the children down.

Paul and Andrea will join more than 200 adventurers in an area

seldom travelled by Westerners, trekking by day and sleeping in tents at night in the shadow of the highest mountains in the world.

The steward aims to raise £2,500, and would welcome any sponsorship – contact him at HMS Shetland, BFPO 385.

For more details of the charity – also known as the Movement for Non-Mobile Children – or the challenge, ring 0171 233 6600.

The challenge is organised by the Specialist Trekking Co-operative, a non profit-making organisation; any money left over from the operational costs from the event will help build a clean-water system in Phurana Dohar, one of the villages to be visited by the trekkers.

Scooter fund tops £11,750

THE TOTAL amount raised to help disabled RN officer Phil Tribe has reached £11,750.

Much of the money was raised through a scooter run through England last year.

Other contributions came from events staged by Fourth Frigate Squadron ships, including a rowathon and bench press in HMS Grafton, organised by LPT 'Knocker' White, which raised £1,000.

Phil was serving in HMS Westminster, another squadron ship, in the Gulf when he was seriously injured in a driving accident ashore.



● **All pull together** – LPT 'Knocker' White supervises members of HMS Grafton's ship's company during their sponsored row.

In Brief

Pitching in

THE SERVICES' well-known enthusiasm for pitching in to good causes came to the fore at Devonport Services when the club challenged the local Combination rugby teams to a charity match in aid of local rugby player Glyn Evans, who was paralysed in a match four years ago.

In a match which featured some 50 different players, the Combination eventually proved too strong and won by 29-15.

A total of £525 was raised and the event decreed to be an annual one, with a cup made and donated by match referee Ian Crichton's firm Aluminium Castings of Callington.

Gardening team

A TEAM of sailors from the Forward Support Units (Captain Fleet Maintenance, Portsmouth) have helped staff with essential maintenance at the New Blendworth Centre near Hordean in Hampshire.

Led by CPOMEA Ian Thompson, the team worked on garden machinery and built and erected fencing at the horticultural centre for adults with learning difficulties.

Smart cookies

A SALE of Pudsey Bear cookies on the quarterdeck during stand-easy helped the cadets of Britannia Royal Naval College raise a final total of £1,106 for Children in Need.

The cookies raised £500, and the rest came from the Young Officers of Glamorgan Division who, with Divisional Officer Lt Liam Sweeney and Divisional Chief CPO Bernie Barnett, donated a day's pay – before tax.

Support from BAE

BRITISH Aerospace has donated £5,000 to the RN Benevolent Trust.

The money will go to Pembroke House 2000, a project to redevelop the RNBT's nursing and residential home in Gillingham.

BAe has a policy of supporting Service charities – recent donations include £100,000 to SSAFA Forces Help, £25,000 to the Royal British Legion, and £5,000 each to the RAF and Army Benevolent Funds.

Cycle USA

A CYCLE ride along the Californian coast is the prospect on offer to anyone who can raise £2,000 sponsorship for the Peper Harow Foundation for emotionally-disturbed children.

The rides will average 65 miles a day this October and June 2000. Further details from Rosemary or Jane on 0171 928 7388, or from web site www.peperharow.org.uk

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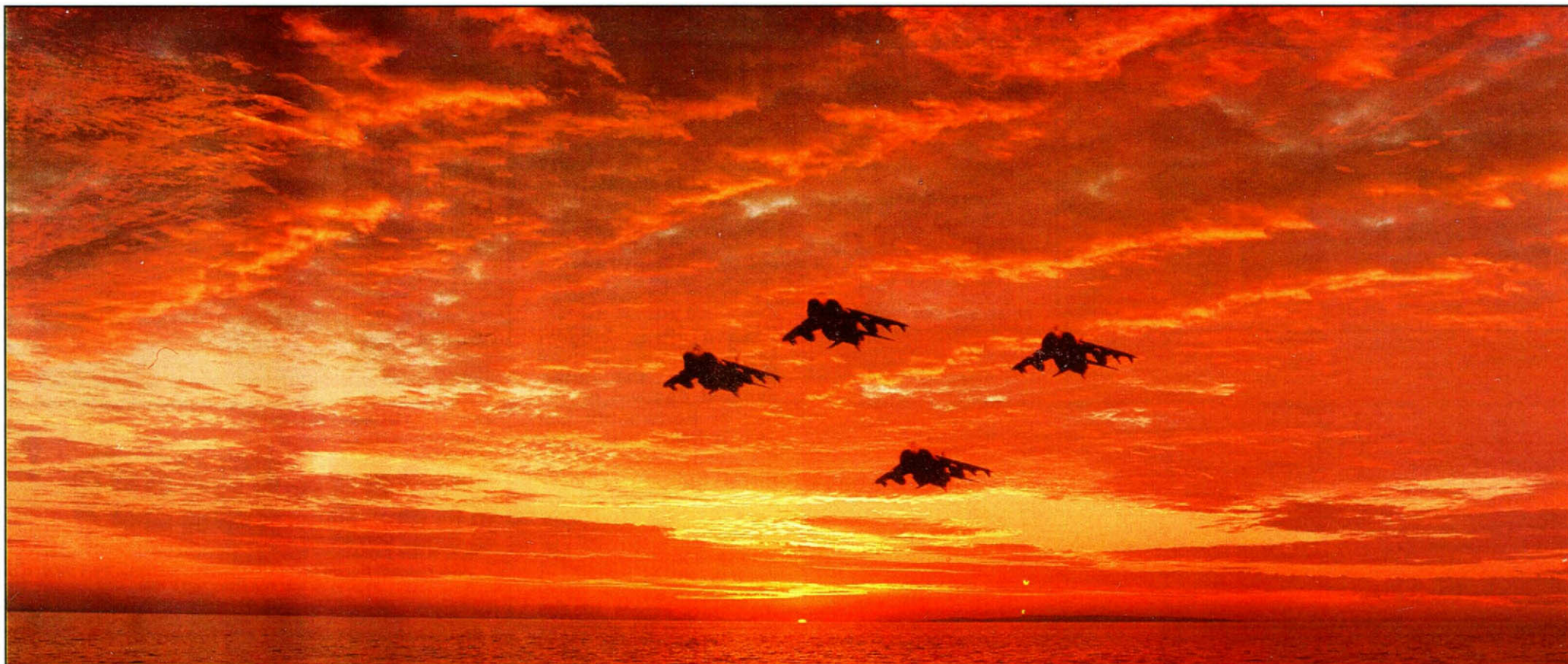
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● Red diamond – a formation of Sea Harriers from task group flagship HMS Invincible flies in from the sunset.

RN task group sets to work

SHIPS of the Royal Navy task group in the Gulf have settled down to their various tasks – and have attracted some high-profile visitors.

The group, led by aircraft carrier HMS Invincible, arrived in the Gulf at the beginning of last month and were joined by two frigates already in the region, HMS Boxer and Cumberland.

Invincible and her escort, destroyer HMS Newcastle, with RFA Fort Austin, had topped up stores during a brief stop off Cyprus, then undertook a replenishment at sea (RAS).

Invincible took more than 50 pallets of stores from one-stop supply ship Fort Austin while Newcastle refuelled from tanker RFA Bayleaf.

Then the tanker changed station and refuelled the carrier just in time for the warship's transit of the Suez Canal.

All the while training continued at a relentless pace.

In addition fire and damage control exercises, nuclear, biological and chemical defence (NBCD) exercises were overseen by a mobile training team from Flag Officer Sea Training.

The Sea Harriers of 800 Naval Air Squadron continued to work up, with priority given to dusk and night sorties.

On arrival in the Gulf the group conducted extensive training with US Navy ships in the Gulf, which was followed by the first joint mission, when US aircraft, RAF Tornados, and RN Sea Harriers from HMS Invincible, flew over the Iraqi southern no-fly zone – the Harriers providing defence for the reconnaissance mission.

HMS Cumberland, which left Devonport on deployment last autumn, called in at Bahrain, where Defence Secretary George Robertson paid the Type 22 frigate a visit, and his counterpart from

Bahrain was also welcomed on board the ship.

The run ashore was a welcome break from patrols aimed at stamping out illegal trade with Iraq.

Meanwhile sister frigate HMS Boxer has finished her Gulf duties and is heading for the Far East leg of her deployment.

Also in the Gulf is an impressive array of American shipping.

By the middle of last month, the US Navy had a total of 30 ships in the area, with 126 aircraft and more than 14,000 sailors and marines.

The American effort was being led by the aircraft carrier USS Carl Vinson, displacing 73,000 tonnes and boasting a ship's company of about 5,000.

Alongside her are guided missile cruisers and frigates, destroyers, an attack submarine, amphibious assault ships and support vessels.

Norfolk returns to NATO force

HMS WESTMINSTER has replaced HMS Norfolk off West Africa as the Navy continues to provide non-military assistance to the government of Sierra Leone and ECOMOG (Economic Community of West Africa Monitoring Group) forces.

The Type 23 frigate, on Atlantic Patrol duty with special responsibility for West Africa and the Falklands, is providing a secure base for British High Commissioner Peter Penfold.

She also provides working parties to help repair the infrastructure of the country – on one occasion the ferry which provides the only safe supply route between Lungi airport and the capital Freetown was repaired by RN personnel.

The ship also rescued 39 refugees from a boat which had been adrift for four days.

The Ezzidio was discovered after breaking down while carrying war refugees, and Westminster supplied bottled water and food and took the boat in tow until a tug was able to escort the boat in.

The ship's doctor has visited local hospitals and clinics, and much-needed baby clothes, gathered in the UK before the ship sailed, were distributed.

HMS Norfolk has now rejoined the NATO Standing Naval Force Atlantic, from which she was diverted.

RFAs ferry equipment to Balkans

THE RFA's two strategic lift ships, RFAs Sea Centurion and Sea Crusader, were ferrying armoured vehicles and equipment to the Balkans as *Navy News* went to press.

The British Army's Battle Group equipment was being pre-deployed in preparation for a possible NATO-led peace-keeping operation in Kosovo.

The final decision to go ahead will be taken on the basis of a satisfactory conclusion to talks in Rambouillet,

France, but Defence Secretary George Robertson said the embarkation of gear was simply "prudent military planning" and did not prejudice the outcome of the talks.

Both RFA roll-on, roll-off ships have been loading more than 400 vehicles, including Challenger main battle tanks.

Loading has taken place at Emden in Germany and Marchwood Military Port at Southampton, and both ships sailed for Greece.

UK troops, possibly up to 8,000 in total, would be part of a 40,000-strong NATO force if the talks reach agreement.

Meanwhile HMS Iron Duke, part of the Standing Naval Force Mediterranean (SNFM), has been exercising with the group in the Adriatic.

The Type 23 frigate was due to take part in a major anti-submarine series in late February, and sailors have tasted life on board American, German, Italian and Spanish ships.



● Dawn departure – HMS Turbulent sails from Gibraltar after a three-day visit to the Rock. A Royal Navy spokesman said the submarine is participating in a programme east of Suez – a "routine deployment which has been planned for some time." Picture: LA(PHOT) Craig Leask(Gib Sqdn).

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HMS EXETER TO LEAD ROYAL NAVY PRESENCE AT MEDWAY'S SEA FESTIVAL

100,000 expected at Chatham Navy Days



● HMS Exeter – all set to take a starring role at Chatham.

B RITAIN'S biggest maritime display since the International Festival of the Sea at Portsmouth last year is being planned at the newly retitled World Naval Base – formerly Chatham Historic Dockyard.

Royal Navy ships will be among about 60 visiting vessels in a revival of Chatham Navy Days. Organisers expect 100,000 spectators at the three-day show on May 29-31.

It is the first time an event on such a scale has been planned at Chatham since the last official Navy Days there 18 years ago. Then 60,000 visitors packed into the base for a two-day event.

Type 42 destroyer HMS Exeter will lead the RN contingent at this year's show which is also planned to include patrol vessel HMS Puncher, and a Royal Navy minehunter.

For the first time the rescued World War II destroyer HMS Cavalier will go on show. The last surviving ship of her type from the war, she is due to arrive at Chatham from the Tyne shortly before Navy Days.

The US Navy has confirmed that it will be sending two warships, and the Germans plan to

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A:

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A:

Q: When was the last Chatham Navy Days held?

A:

Name:

Address:

Complete this entry form and send it to:

Navy News / Chatham Navy Days Competition, Navy News, HMS Nelson, Queen Street, Portsmouth, Hants. PO1 3HH
To arrive no later than Friday April 2 1999.

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(Family to be two adults and four children)

The first 50 correct entries drawn on Monday 5th April will be the winners. All winners will be notified by post. The judges decision is final. Employees and relatives of Navy News are ineligible to enter. No correspondence will be entered into.



CHATHAM NAVY DAYS
Kent Messenger Group Newspapers
29th - 31st MAY 1999

send three. Other foreign vessels there will be the world's biggest sailing ship, the Russian Sedov, and, it is hoped, a Dutch frigate and an Italian warship.

Several historic vessels will be present, including about 40 Dunkirk 'little ships' holding their annual gathering. Among the waterborne displays will be a mock battle involving the replica frigate Grand Turk used in the TV *Hornblower* series, and an assault on a rogue ship by Royal Marines Commandos.

Displays by Fleet Air Arm helicopters and by a Swordfish and Sea Fury from the FAA's Historic Flight are also being arranged. RAF aircraft, including Jaguar and Tornado jets, will take part.

Also featured will be trips around the dockyard basin, diving displays, hovercraft trips, model displays, Medway river trips, military band performances, field gun runs, a fun-fair, a river-view arena, and a huge fireworks display forming the climax of a grand finale.

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WARRIOR

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1SL INSPECTS EAGLET'S NEW NEST



NEW headquarters of Merseyside RNR, HMS Eaglet is the nerve centre of all Naval activity in the North of England and has attracted the second highest number of naval recruits in the country.

The £6million facility at Brunswick Dock, opened by the Duke of Edinburgh in October, was visited last month by First Sea Lord Admiral Sir Michael Boyce.

He presented First Lieutenant Lt Cdr Keith Duncan with the Reserve Decoration, CPO Lyndon King with his Long Service Medal – and David Johnson with his prize as Best Course Member from New Entry Course 3/98.

Lt Cdr Duncan, from Chester, is also linked with the sea in civilian life – he is General Manager of European Metal Recycling (Shipping).

● Left to right: LT Scott Jardine (CO Liverpool University Naval Unit/HMS Charger); Commodore Paul Sutermeister (Naval



Regional Officer, North of England); Maj Brian Hough (CO RMR Merseyside); Admiral Boyce; Cdr Cedric Arthus (CO HMS Eaglet and OIC RNHQ Merseyside) and Lt Julian Howe (CO Manchester and Salford University Naval Unit/HMS Biter).

Long-range night rescue saves seven

ELEVEN crew of a powerless oil exploration ship were lifted to safety in a joint operation by Royal Navy and RAF rescue helicopters.

The Navy Sea King of 771 Squadron based at RN air station Culdrose winched up seven of the crew from the Toisa Gryphon in a night-time operation at long range.

The ship had suffered an engine-room fire which left her without power 180 miles south-west of the Scilly Isles. The master decided that all non-essential per-

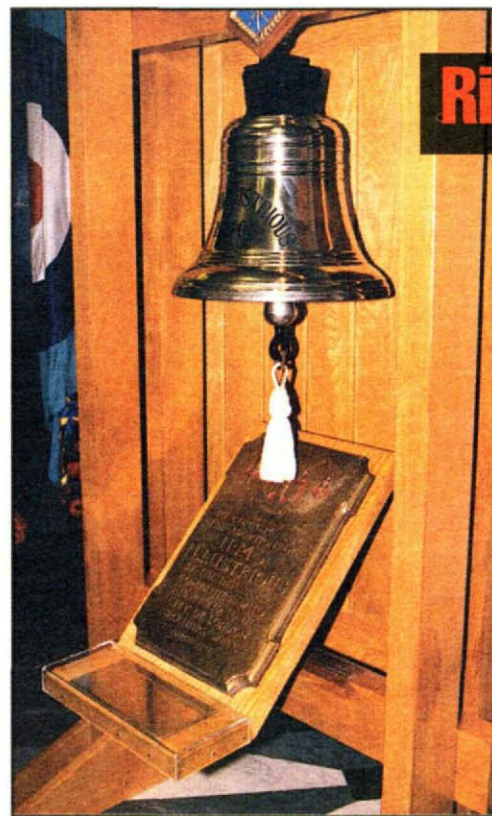
sonnel – half the people on board – should be evacuated.

Pilot of the Navy Sea King, Lt Giles Duncan, said: "The operation was complicated by the fact that the ship was rolling side-on to the Atlantic swell, and the long range meant that we could only spend 30 minutes on the scene."

The Navy aircraft winched seven of the 11 from the ship and flew them to Culdrose via a refuelling

stop on the Scillies. The RAF Sea King from Chivenor recovered the other four.

The Toisa Gryphon was towed to Falmouth which she reached safely three days later.



Ring the change

ADOPTION of the bell of the wartime carrier HMS Illustrious has been transferred from the Association of British Insurers to Lloyds – and it now sits proudly in the foyer of the company's London office.

The fourth Illustrious was launched in 1937 and gained battle honours in Europe and the Far East during World War II. In 1940 her aircraft crippled the Italian Fleet at Taranto and her successful service in the Mediterranean, particularly in support of the Malta convoys, made her a prime target.

In 1941 she suffered severe bomb damage which forced her into refit. The original ship's bell was badly scarred by bomb fragments and is now on display at the Fleet Air Arm Museum. The replacement bell dates from 1942 – when a link with the City of London was forged, British Insurance Companies adopting the ship as part of the Warships Weeks drive.

After she decommissioned in 1954 her commanding officers bought the bell and presented it to the Association.

After the ceremony of transfer to Lloyds, the annual HMS Illustrious memorial service was held at St Mary Aldermary, attended by Rear Admiral Jonathan Band (president of the HMS Illustrious Association) and Capt Mark Stanhope (CO of the present Illustrious).



Village links hands

HMS BROCKLESBY was visited at Grimsby Royal Dock by a party from West Lindsey District Council – which covers the minesweeper's nearby namesake village of Brocklesby.

Chairman Cllr Charles Ireland and the ship's CO, Lt Cdr Gary Doyle, exchanged crests. The Brocklesby is currently employed on fishery protection duties.

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At Your Service

Calling Old Shipmates

HMS Londonderry 1st Commission 1960-62: Reunion planned. Newsletter and video available soon. Contact Dave Wickham, 12, Foxglove Close, Ringmer, Sussex BN8 5PB, tel 01273 812842.

HMS St Vincent/HMS Vernon: Mr P. Lobley would like to contact anyone who served there December 1942 to March 1943. Reply to 32, Limerick Gardens, Cranham, Essex RM14 1HZ, or tel 01708 500658.

818 Squadron: John Reid-Henry seeks Lofis, Lord, Tipper, Lt Abrams, Lt Brown, Lt Parrish, Smith, Wilson, Clarke, Hill, Donovan, Renwick, Abel, Dewar, McArthur, Van Staveren, Cherry, Cockerell, Perkin, Barclay, Sutch, Cook, Squires, Anderson and Guthrie. Tel 0191 281 2934.

HMS Albion (R07) Commission 1962-64: Any Albions who served in her first commission as a commando carrier, and who would be interested in attending a reunion, contact Leslie Hines, 16, Lower Byfield, Monks Eleigh, Ipswich IP7 7JJ, with SAE.

John Endicott: R. Cluett Kendall would like to make contact with John Endicott, last heard of in Blake 60 1953-54, St Vincent. Contact R. Cluett Kendall at 5, Tan Row, Tan Lane, Bourton, Gillingham, Dorset SP8 5AR, tel 01747 840951.

MTB T737: S. Dixon seeks to contact shipmates from 15/7/44 to 31/5/45. Contact S Dixon, Thurne, 7, South Green, Mattishall, Dereham, Norfolk NR20 3JT.

Jim Pike and Phil Melbourne: both A/Bs FX men 48/50. Jim's family ran a newsgazette in the Derby area at the time whilst Phil, when on leave, assisted his brother in the Nottingham area doing upholstery. Contact Allan Mercer, HMS Glasgow Old Boys Assn, 89, Royal Avenue, Hough Green, Widnes WA8 8JH, tel 0151 510 2445.

HMS Pytchley, destroyer 1942-45: Would Joe Steele (wife Pat) please contact Pat Griffiths, wife of Don, at 5, Porth-y-Green Close, Llanbelleth, Cowbridge CF71 7JR.

HMS Narvik: We are still searching for the following crew members: Sam Barnes, Lt Cdr Peter Drinkell, B. Geoghan, Lt Harrison, PO Sandy Lane, Ralph O'Dell, Mr Roberts and Chief Norman Upson. Contact Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel 01733 751019.

HMS Loch Fada 1955-56 Commission: **Persian Gulf:** Looking for Tom Cathie, Ginger Kellow, John Torvell, John Brine, Vic Bodenham, John Whitehouse, Dutch Holland, Ted Malin, and the Boss, Ray Worth. Three in contact. Contact Bob Harris, 12, Alandale Road, Sholing, Southampton SO19 1DG, or tel 01703 391848.

HMS Burghhead Bay: Seeking Yeoman Avery, George Boyland, Nobby Clark (53/54), Mr Fitzgerald, Lt Cdr Harris, Jeff Jefferson, Futtler Morgan, Harry Shearer and Len Williamson. Contact Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel 01733 751019.

HMS Ulysses 1943-46: Seeking A/B Andrew Clark (Scotsman). Jim Gladwin would like to hear from you. Please ring 01246 812049 or write to 80, Clowne Road, Barborough, Cheshirefield S43 4EJ.

HMS Gambia: Seeking members from

HMS RALEIGH AGROUND LABRADOR AUGUST 1922. I am Seeking diaries, photos, news clips, for a new book. Major General Richard Rohmer c/o G. Cooley 24 West Park Ave, Kew, Richmond, Surrey TW9 4AL 0181-878-5972

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Elec Mess 1955-56 Commission, also HMS Ulysses, Elec Mess 1960 Commission. Contact Steve Bentley, 343, East 15th Street, North Vancouver, BC, Canada V7L 2R6.

HMS Houghton 1960-62, Singapore: Seeking D Clewes, Woodward, Took, O Oliver (Buffer), Clarkson or others from Seamen's Mess. Contact Bob Bragg, 15, Lakeside Close, Ipswich IP2 9PY, or tel 01473 404336.

Kenneth S Smith: Mrs Jo Devenish is searching for Mr Smith, born circa 1921, a signalman serving in HMS Dominica. He lived in Kingsley Road, Liverpool, whilst on leave in the 1940s. Does anyone remember him? Ring Mrs Devenish on 0151 677 8971.

HMS Afrikander: Seeking "Sparkers" who served with Bob Boyd at Slangkop wireless station during 1951-52. Contact Bob at 5, Willett Way, Potts Wood, Kent BR5 1QB, or tel 01689 326457.

Peter Waygood: celebrates his 40th birthday in March. Do you know him, have you worked with him, can you make it to Plymouth on March 13th? Tracey wants as many of you to attend as possible. Call her to join the party, or if you can't make it but have a tale to tell, call anyway. Tel 01626 336168.

HMS Antrim 1970-73: Seeking S & Ratings, all ranks, mainly cooks/stewards from 1G1 Mess, for reunion/drink. Critch, PC, Daisy, Joe, Robbie, Chris, Marty and Jeff included. Ring Bungy Williams on 01392 213585.

HMS Vidal 1956: Bogey Knights (Sparkers) seeking Charlie Peters L/Tel also Goobor PO Tel and any other mates. Write 3, Howell Rd, Drayton, Norwich NR8 6BU.

HMS Tenby Association: is seeking ex-ship's company of the WWII minesweeper (J34) and the Whitby-class frigate from 1955 to 1973. We have 85 members and a reunion 30/4/99. Phone Jeff Mays on 01452 614459, write to 11, Camomile Close, Abbeymead, Glos GL5 5WF, e-mail jeffmays@virgin.net for details.

HMS Chinkara (Landing craft base, Cochín) 1944-46: If you were there and whatever you did, then can you help old BEOP/MEOP/CMF etc to find us? Join in a nostalgia gathering before it's too late. Lots of albums etc. Contact Collin Baker, Malkin Cottage, Lt Eccleston, Preston PR3 0YQ, or tel 01395 670495.

Nigel 'Wally' Wallace: Any old mates of Nigel from Amble, Northumberland: Joined as AB(M) Gunner in Sept 1975, became a Regular in Dec 1985. Wife Julie is arranging a surprise 40th party on April 3. Seeking friends from HM ships Cambridge, Andromeda, Ark Royal, Zulu, Brinton, Kellington, Caledonia, Cochrane, Excellent and RNR Sussex. Anyone who knew him can contact Julie, but searching in particular for (AB) Kevin Cook (Chilly Willy), Bernie Winters (Zulu), Tug Wilson (Armourers course, Excellent 1981), Ian C. Williams (Sub/Lt Rosyth), Denis Law (Brinton), George McCarthy and from RNR Sussex, Stevie Swanwick, Mick Flannigan, Martin Hallett and Whiskey and Di Walker. Contact Julie on 01785 213785, leaving name and number and she will call back.

HMS Cheviot: Chief Shepherd looking for all members of all flocks, wardroom and lower deck, all Commissions. SAE please to Vic Denham, 92, Swallow Road, Aylesford, Kent ME20 6PZ.

HMS Shippigan, WWII fleet minesweeper of the 16th Flotilla. If you were ex-ship's company, and you would like to write to George (Nobby) Hall, ex-stoker, his home town then was Stockport, now it is 6a, Tango Place, Henderson, Auckland, New Zealand.

Tommy Barnham, survivor of HMS Voltaire, would be pleased to hear from any other survivors. Tommy lives at 74, Kingwood Road, Fulham, London SW6 6SS.

HMS Chevron: Jimmy Brooksbank seeks shipmates from the first commission at Glasgow in 1945 to his 1946 demob in Malta, particularly from for/ard PO's mess, 'Rigger' Morter, 'Ping' Harris, PO Chef Harry Ash, 'Thames' Ditton, Willie Wordsworth, 'Wiggy' Bennett, Les Bean, Alistair McAllister, Chas (CEF) Billington and AB Frank Bell or any others. Contact Bernard (Jimmy) Brooksbank, 1g, Anchor Park, Snettisham, Kings Lynn PE31 7QH, tel 01485 541512.

HMS Sheba - Aden, Associated Ships and Escort Vessels WW2: Seeking others to join existing six for reunion at Union Jack Club, London, on June 15-17. Contact Gordon Pinfield, 7, Fairways, Consett DH8 5NT, tel 01207 503617.

MONAB 1 FAA, Sydney, Australia 1945, Vic Richens AFA: Any info to Bill Francis, Dauntless Boats, Canvey Island, Essex SS8 0QT, tel 01268 565175.

HMS Wrestler 1943-1944: Stoker, Shiner Wright is searching for old shipmates who served with him. Is Charlie Wise out there? Contact Ron Wright, 41, Sydney, Little Australia, Stonehouse, Glos GL10 2PU.

Brenda (Rickle) Thompson, nee Marshall, Signals, Dartmouth 1944, last known address Herefield, Middlesex, or Billie Boyd A/M who served as Ass. Link Trainer Operator at HMS Nuthatch 1947-49. Does anyone know of their whereabouts? Contact Gloria (Bobbie) Thompson, 12, Marne Road, Bitterne, Southampton SO18 6AL.

HMS Berwick, WWII Cruiser: Mr D. Windsor, ex-ST 1942-44, seeks old shipmates or details of ship association. Write to 45, South Park Gardens, Berkhamstead, Herts HP4 1HZ, tel 01442 864560.

HMS Alacrity U60 45/47: Poor response to ex-stoker Tom O'Brien on *Service Pals* recently. Remember 'Lofty' Goddard serving rum and playing cricket? Calling: Ken Bowen, Ken 7 (LSA), Leslie Fogg (Radio Mechanic), Mervyn Hylton, Ring 'Lofty' on 01298 813189 or Tom on 01590 844305.

HMS Loch Fada 1962-63: Searching for Bill (Lionel E) Bugden AG. Collect your King Neptune 'crossing the line' certificate Nov 5, 1962, witnessed by Commander Hart, officers and shipmates. Remember our search and rescue across the date line to the Phoenix Isles to cover HM Queen's Flight from Australia to Hawaii? Contact Ron Ware on 01634 366257 or write to 54a, Oak Lane, Upchurch, Sittingbourne, Kent ME9 7AU.

W. John Clinch seeks comrades from Jan 1946 to June 1948, including Joan Barrow, now Mrs Clayton, last address Lancaster (ex-Sparrowhawk, Fieldfare and Lossiemouth), Frank White of Blethley, and Harry Lacey, of Sheffield, plus Class 188, HMS Royal Arthur. Mr Clinch is arriving for a few weeks from Australia on March 31 and can be reached through his sister, Mrs Harlett, at Lascelles House, 1, Danby Terrace, Exmouth EX8 1QS, tel 01395 268377.

Over to You

HMS Jervis Bay: Mrs G.M. Farmer would like to obtain a copy of the book *The Jervis Bay*, published by William Kimber in 1958. Does anyone have a copy they are willing to sell? Contact Mrs Farmer at 84, Cudham Lane North, Cudham, Sevenoaks, Kent TN14 7QS.

AB Ian Britnell: Britnell researcher is looking for AB Britnell, HMS Arrow, Falkland Islands 1982. Please reply to Mary Anne Britnell, 150, Bagot Street, Apt. 101, Guelph, Ontario, Canada N1H 5T9.

HMS Berkeley, August 19, 1942: Any survivors of the bombing of this destroyer off Dieppe or crew from HMS Albrighton who rescued them, please contact Sgt Ldr Chris Goss, 27, Wessex Avenue, Odiham, Hook, Hants RG29 1PW, tel 01256 704938.

Singapore Naval Base, 1946: Do you have a photo of the Rotherham Dockyard Gate, erected Singapore Naval Base in 1946 to mark the surrender of the Japanese Fleet by HMS Rotherham, Captain (D) 11th Destroyer Flotilla, Sept 6, 1945. Contact Bob Sandford (Sec), HMS Rotherham Assn, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk, tel 01553 674724.

HMS Prince Robert: This cruiser, which carried King George VI and Queen Elizabeth around Canada and the USA in 1936, also gave the enquirer passage home to Devonport from Gibraltar in 1944. Could anyone please supply Alan Norton with that date or better still, furnish a photograph? Kindly contact Alan at 104, Fossdale Moss, Leyland, Lancs PR5 3WT, tel 01772 454620.

Mediterranean Maelstrom; The story of HMS Jervis: Mr R. Richardson has mislaid his copy - where can he obtain another? Contact Mr Richardson at 69, Milnthorpe Rd, Kendal LA9 5HE or tel 01539 735549.

1850 Squadron: Ron Davis is trying to trace former members of the squadron who served on HMS Gannet (RNAS Eglinton, Co. Londonderry) 7/1/45 to 8/2/45, HMS Vengeance 9/2/45 to 25/2/45 and HMS Vengeance 26/2/45 to 12/8/46. Would any former members of that squadron contact him at Corradaghy, Magheraveely, Newtonbutler, Enniskillen, Co. Fermanagh, BT92 6NY, or tel 01365 751507.

RN Motoring Association: Can anyone tell Robert McMorran if the Association still exists? (Navy News would also like to know!) Contact Robert at 36, Mansfield Court, Bathgate, West Lothian EH48 4HE.

■ Material submitted for this page should be brief, clearly written or typed, and addressed to The Editor.

■ Entries are free of charge.

■ Items cannot normally be repeated.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot always be met.

■ There may be a delay before items appear, due to the volume of requests.

■ Items pertaining to commercial work, books and publications for profit may be declined through lack of space - in such circumstances the advertising department can help with a paid-for advertisement; contact 01705 725062.

Reunions

HM Submarine "Ultimatum" (P34) in Med. 1943-44: Reunion planned for the summer with Captains Kett and Walters present. Crew members contact J Wade on 01509 550703.

March

HMS Sussex Association: 12th reunion dinner at Falcon Hotel, Stratford-on-Avon, March 20. New members welcome. Contact Stan Easay on 01423 870376.

702 Squadron Lynx Pilot and Observer Training: 21st anniversary buffet supper on March 18 at RNAS Yeovilton. Rig is black tie, with the evening open to all ex-staff aircraft or engineering officers who have served on the squadron, and their guests. Tickets at £8 each from Lt A.R. Johnson, 702 Squadron, RNAS Yeovilton, Ilchester BA22 8HT, tel 01935 456088 or fax 01935 456079.

RNKS (North West): Reunion at the RNA Birkenhead on March 20. Ring Peter Bentley on 0151 423 1391 for more details.

North Russia Club (Arctic Convey War Veterans): Reunion lunch at Union Jack Club, Waterloo, London, on March 24 at 1100 to 1600. Guests welcome. Details from Chris B. Tye, 5, Begonia Avenue, Gillingham, Kent ME8 6YD, tel 01634 232884.

Fleet Air Arm, Armourers Association are holding their tenth reunion in Coventry on March 27. Ship Woolley and Rockin' Berries entertain. Details Mick Holdsworth, The Gables, Park Road, Hayes Lane, Slinfold, West Sussex RH13 7SD.

Sussex Naval Reserves Association reunion on March 27 at the TA Centre, Dyke Road, Hove, from 1930 for all members who made up HMS Sussex RNR. Entry by invitation. Contact Jenny Thomas, 41, Wessex Drive, Hatch End, Middlesex HA5 4PX.

April

Hood Division Air Artificers Apprentices 1943 - 46: Next reunion is in April. We're still seeking unfound 'Hoods'. Contact Dave Lane, Yeovil 01935 475642.

HMS Hermes next reunion is April 9-12 at the Royal Fleet Club, Morice Square, Plymouth. Wartime and post war Hermes shipmates invited. Due to the death of Peter Baptie, you should now contact Geoff Miller, 82, Springfield Road, Castle Bromwich, Birmingham B36 0DX or tel 0121 747 3628.

HMS Excalibur Association hold their first reunion at the RNA Leamington Spa on April 10. 50 contacts to date. Contact George Rose on 0151 625 1432 or 37, Blackhorse Hill, West Kirby, Wirral L48 6DS.

HMS Ariel Association: Reunion at the Bonnington Hotel, London WC1, luncheon on April 10. Details from Don Kingston, 21 St James Gardens, Westcliff on Sea, Essex,

SS0 0BU or tel. 01702 351834.

HMS Vengeance Association reunion at Nottingham on April 16-17. Contact Lew Lewis, 122, Mill Lane, Portslade BN41 2FH, tel 01273 881330, fax 01273 273800.

HMS Barle reunion is on April 17 at the Edgbaston Palace Hotel in Birmingham. For details contact Sam Pearsall on 0121 430 6924 or Ted Hellings on 01933 353972.

HMS Myngs Association reunion at the Bowman, Nottingham, on April 17. Full details from Pete Ackroyd on 01934 822207 or Alec Bernasconi on 01705 662487. All welcome including relatives.

846 NAS (1943-45) reunion on April 17 at the Apollo Hotel, Birmingham. All ex-squadron members welcome. Contact Ted Billingham on 01902 850517.

Halton Apprentices Naval Wing Association hold a service of dedication of the stained glass window in memory of the Naval Air Apprentices trained at the No1 School of Technical Training, Halton, between the mid-1930s and 1942. The service is on April 18 at 1030 in St George's Church, RAF Halton. Details from the secretary of HANWA, F.N. Ayling, 36, Wychwood Grove, Chandler's Ford, Hants SO53 1FQ.

HMS Tartar 1939-45: The next reunion of the communications branch is on April 18 at the Northwick Arms Hotel, Evesham, starting at noon. Contact F. Fisher on 01598 1676.

HMS Ramillies Association reunion at the Stretton Hotel, Blackpool, from April 19-23. Anyone who served aboard the ship, whether in war or peace, would be most welcome to join the association. Contact Eric Marks, 3, Kendal Avenue, Thornton Cleveleys, Lancashire FY5 2LY, tel 01253 826300.

HMS Vindex reunion lunch at Union Jack Club, Waterloo, London, on April 21 from 1100 to 1600. Sister ships Nairana and Campania. Guests and ladies welcome. Details Chris B. Tye, 5, Begonia Avenue, Gillingham ME8 6YD, tel 01634 232884.

HMS Lance hold their reunion on April 24 at the Civil Service Club, Great Scotland Yard, London. Enquiries to J Bennett on 0181 399 0996.

Sherborne RNA Hospital reunion is at the Swan, Cheap Street, Sherborne, on April 24, 12.30pm for 1pm. All staff and ex-patients welcome. For tickets send SAE and cheque or PO for £10 to Mrs Doris Schofield, The Bungalow, Augustus Road, Hockliffe, Leighton Buzzard, Beds LU7 9NF, tel 01525 210867.

HMS Speaker reunion, Birmingham Naval Club, April 24-25. Full details from Neville Jones, 36, Quanton Court, The Esplanade, Burnham-on-Sea, Somerset TA8 2HH tel 01278 785905.

HMS Tenby Association J34 and F65 reunion is at the Trecarn Hotel, Torquay, on April 30 to May 3. Contact Phil Rowe on 0161 747 7325 or e-mail: p.rowe@virgin.net

May

Z-Class Destroyers Association: Shipmates from HM Ships Zambisi, Zephyr, Zest, Zodiac, Zealous, Zenith and Zebra keen to join association and 1999 reunion should send SAE to Steve Baker, 19, Quanton Way, Bridgewater, Somerset TA6 7JZ, tel 01278 451418.

Captain Walkers Old Boys Association reunion May 1 at Bootle Town Hall. Details from Mrs P. Marsh on 0151 722 2080.

DEMS Association (Southern): Reunion May 1 at the RNA Club, Harworth, Middlesex. Details from Charles Collis, 2, Neil Close, Ashford, Middlesex TW15 1NT. Closing date early March.

HMS Narvik 1956-59 are holding their reunion on May 7. Contact Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, or tel 01733 751019.

Algerines Association (Fleet Minesweepers) 1942-72 reunion, Scarborough May 7-9. Open to existing and new association members. Contact George Patience, 48, Rowsley Avenue, Hendon, London NW4 1AJ, tel/fax 0181 203 3866.

HMS Royalist Association reunion is on May 7-10 at the Stretton Hotel, Blackpool. Contact Bill Dennis on 01932 852267 or Bert Chapman on 01202 474306.

Landing Barges Association hold their reunion at the Seaford Hotel, Blackpool, (01253 346469) from May 7-11. Details from F. Smith, 19, Guardian Court, Moat Lane, Yarmley, Birmingham B26 1TW.

RN Commando Association reunion and AGM at the Nautical Club, Birmingham, on May 8-9. Details from secretary R.J. Lawrence, 18, Crane Drive, Venwood, Dorset BH31 6QB, tel 01202 825880.

LST & Landing Craft Association hold their reunion at Pontins, Sand Bay Camp, Weston-super-Mare from May 10-14. Anyone serving or associated with landing craft or ships and interested in attending, please contact Mike Cresswell, 1, Cammudring, Green Lane, North Duffield, Selby YO8 5RR, tel 01757 288752.

HMS Attacker 879 & 886 Squadrons and Ship's Company reunion on May 13 in Birmingham. Details from Ray Phillips, 243, Kempshott Lane, Basingstoke, RG22 5ND. SAE please.

HMS Widemouth Bay 1945-57: Next reunion at Royal Sailors Home Club, Portsmouth, on May 14. Details from Bob (Topsy) Turner, 17, Mill Way, East Grinstead, West Sussex RH19 4DD, tel 01342 323801.

HMS Orion Association are looking for shipmates 1934-39. Reunion at Blackpool May 14-15 (see September for Plymouth). Contact Grant West, 28, Stretton Rd, Great Glen, Leicester LE8 9GN, tel 0116 259 2171.

HMS Impregnable Association: Reunion at Plymouth on May 14-16. More details from Mrs M. Haycock, 'Fernlea', 79a, Beeches Road, Rowley Regis, West Midlands B65 0AS, tel 0121 532 6141.

HMS Saints have their next reunion on May 15 at RNA Gosport. Contact P. J. McAteer, 21, Ribblesdale Avenue, Hinchley, Leicester LE10 1SY, tel 01455 633758.

Telegraphist Air Gunners Association are holding their reunion at Lee-on-Solent on May 15-16. Details from Stewart Crawford, 27, Glenville Gate, Busby, Glasgow G76 8SS, tel 0141 644 5080.

HMS Unicorn Association are holding a reunion at the Grand Atlantic Hotel, Weston-super-Mare on May 16-20. Details from E. Bosworth, 3, Arundel Close, Heme Hempstead HP2 4QR.

HMS Hood Association: Boldre Church Service, May 16 at 1100hrs. AGM at Royal Sailors Home Club at 1700hrs on May 22, with the reunion at 1800hrs for 1900hrs. Church service at St Georges at 1130hrs on May 23. Tickets for reunion dinner at £18 are available from K. Clark, 57, Bereweke Avenue, Winchester, Hants SO22 6BL.

HMS Caledonia (Majestic-Caledonia 1937 Boys 1939 Association): AGM and reunion at RNA, Roker Avenue, Sunderland, on May 20. Contact Jim Duckworth, 87, The

Hove, Runcorn, Cheshire WA7 6EE.

HMS Antelope reunion at the Royal British Legion Club, Hereford on May 29. Further details from Bob Hutton, 3, Agars Plough, Eton, Windsor SL4 6HR.

23rd & 26th Destroyer Flotillas reunion at WO's and CPO's Mess, HMS Nelson, Portsmouth, at 1800 on May 29. Contact Billy Swift, 37, New Road, Lovedean, Hants PO8 9RU, tel 01705 591032.

June

523 & 524 Recruit Squads, Royal Marines: next reunion is being held on June 26 at the Royal Sailors Home Club, Portsmouth. Contact George Chandler on 01705 412895 or Don Pimp at 92, Pound Road, East Peckham, Tonbridge, Kent TN12 5BJ, or tel 01622 871573.

HMS Biceter (L34 & M36): Reunion buffet arranged for June 5 at the Littlebury Hotel, Church End, Biceter, Ring Dave Braybrook for details on 01992 583272.

HMS Kipling (G91): Reunion June 12 at Ashburn Hotel, Fordingbridge, Hants. Contact N.G. Roake, 33, Wickens Meadow, Rye Lane, Duntun Green, Sevenoaks, Kent TN14 5JB, tel 01959 524586.

HMS Chinkara/Kaluga/Cochin/Ooty have a Nostalgia Gathering from June 13-17 at the St Ives Hotel, St Annes on Sea, nr Blackpool. Details from Collin Baker, Malkin Cottage, Blackpool Old Road, Lt Eccleston, Preston PR3 0YQ, or tel 01995 670495.

In brief

Montrose in the US

HMS MONTROSE, winner of the Fleet Electronic Warfare Effectiveness Trophy for 1998, is taking part in the US Navy's annual joint task force exercise in the Western Atlantic.

The Type 23 frigate left Devonport in late January after a six-week maintenance period. Her first port of call on the other side of the Atlantic was Puerto Rico, before the exercises which also involved French, Dutch and Belgian ships.

She was also due to trial equipment in the Bahamas – and star in a film for the Royal Naval Museum's new interactive exhibition. Families flew out to Mayport, Florida, to join her for her stopover there before she returns to Devonport next month.

Montrose has been named as winner of the EW award for the capabilities she showed during deployment as Falkland Islands guardship.

Arms go on show

THE FIRST all-arms international defence exhibition in Britain will be held at the Defence Evaluation and Research Agency site at Chertsey from September 14 to 17.

The Defence Systems and Equipment International Exhibition (DSEi) replaces the Royal Navy and British Army Equipment Exhibition which was run by the Defence Sales Organisation.

It also replaces the International Maritime Defence Equipment Exhibition at Greenwich and Battlefield Systems International – both organised by Spearhead Exhibitions Ltd who have also been engaged by the Defence Trade Associations to run DSEi.

More detailed information on the exhibition appears in General Defence Council Instruction 1/99.

Idea for year 2000

SEA CADETS are planning to mark the Millennium by sending a message from London to Portsmouth by semaphore.

The cadets will be sending the Millennium signal from Trafalgar Square to HMS Warrior in Portsmouth Harbour on June 5, 2000, and they intend to use many of the old Admiralty Signal Stations which are still in existence.

Marlborough gets down to business in the West Indies

HMS MARLBOROUGH'S six month deployment as the new Atlantic Patrol Ship (North) got off to a bumpy start.

The Duke-class frigate had to skirt round one of the deepest areas of low pressure recorded this century as she crossed the Atlantic.

But her arrival at the beautiful port of Key West in Florida made up for the rough ride as she prepared to take part in counter drugs boarding and searching operations with the US Coastguard Law Enforcement Detachment.

There was also some time for the Ship's Company to explore Duval Street and the surrounding area.

And one of the most notable visitors to the ship at Key West was *Top Gun* star Kelly McGillis, who owns a local restaurant as well as pursuing her acting career.

After initial Counter Drug Operation drills which will soon be second nature, the ship maintained the movie link by refuelling in Guantanamo Bay, Cuba, setting for the film *A Few Good Men*.

As *Navy News* went to press the ship was due to take part in independence celebrations in Grenada and St Lucia, call at Montserrat and take part in exercises with the American battle group led by the USS Theodore Roosevelt.



● TOP GUN star Kelly McGillis, who made a flying visit to HMS Marlborough during the ship's stay at the Florida Keys.

'Stringbag' destined to fly again

A WORLD WAR II Fairey Swordfish biplane which has been grounded for over 40 years will take off again with the help of a £1.5m restoration programme by British Aerospace.

The aircraft, owned by the Swordfish Heritage Trust, has been transported to the firm's factory at Brough where a team of aviation experts will take up to three years to complete the painstaking work.

When they are finished, it will join the two other flying Swordfish of the Royal Navy Historic Flight, which delights enthusiasts at air shows all over Britain every year.

Swordfish were torpedo reconnaissance bombers affectionately known as 'Stringbags', and they took part in some of the most important operations of the War, including the Battle of Taranto and the disabling of the Bismarck.

The Swordfish (number NF389) is a 1944 Mark III model and when the work is finished she will emerge in the wartime colours of 819 Naval Air Squadron.

The RN Historic Flight's Mike Saunders said: "The aircraft is complete but it will need to be completely stripped, inspected, cleaned, stress tested and re-covered, then painted in 819 Squadron colours."

"We know that this was black with a white 'X' on the nose, invasion stripes and roundels on the fuselage and upper wings, but if anybody has a photograph of a Mark III in 819 Squadron's 1944 livery, we would be very interested to hear from them." Mr Saunders can be reached on Yeovil 01935 456725.

Lynx squadron heads back home

THE RETURN of 702 Squadron to RNAS Yeovilton after a sixteen-year absence was marked with an impressive display of flying skills.

Thirteen Lynx overflew the airfield in formation before landing at their new home to be welcomed by Flag Officer Naval Aviation, Commodore Iain Henderson.

The lead aircraft in the formation was flown by Lt Cdr Andy Ragget, who was junior instructor at the back of the formation which marked the Squadron's arrival at their old base at Portland in 1982.

As *Navy News* went to press 815 Squadron were also bound for Yeovilton as the air station at Portland is due to close later this month.

Meanwhile, Defence Minister John Spellar has ruled out alterna-



● Lynx helicopters from 702 Squadron return to the RN Air Station at Yeovilton after an absence of sixteen years.

tive military use for the site and has declared it available for disposal. Mr Spellar was outlining the site's future at a meeting which included local MP Ian Bruce and a delegation from Weymouth Borough Council.

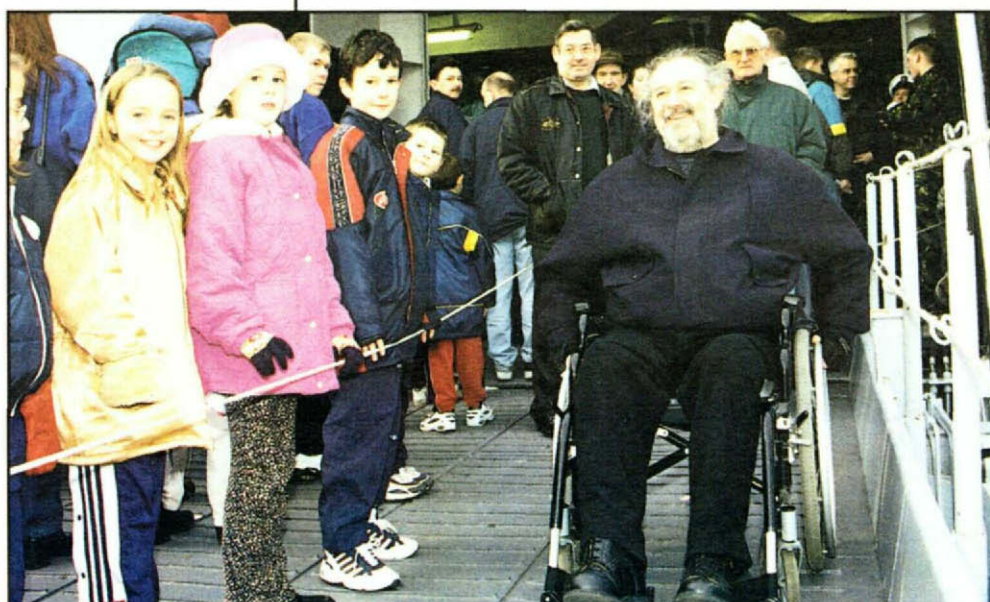
□ A party to celebrate 702 Squadron's 21st birthday is being held in the Wardroom at RNAS Yeovilton on March 18. The event is open to all ex-staff aircrew or engineering officers and their guests. For tickets, contact Lt Johnson on 01935 456088.

Crowds flock to see Ocean in Sunderland

HMS OCEAN – the newest and biggest ship in the Navy – opened her doors to the public for the first time in her affiliated city of Sunderland.

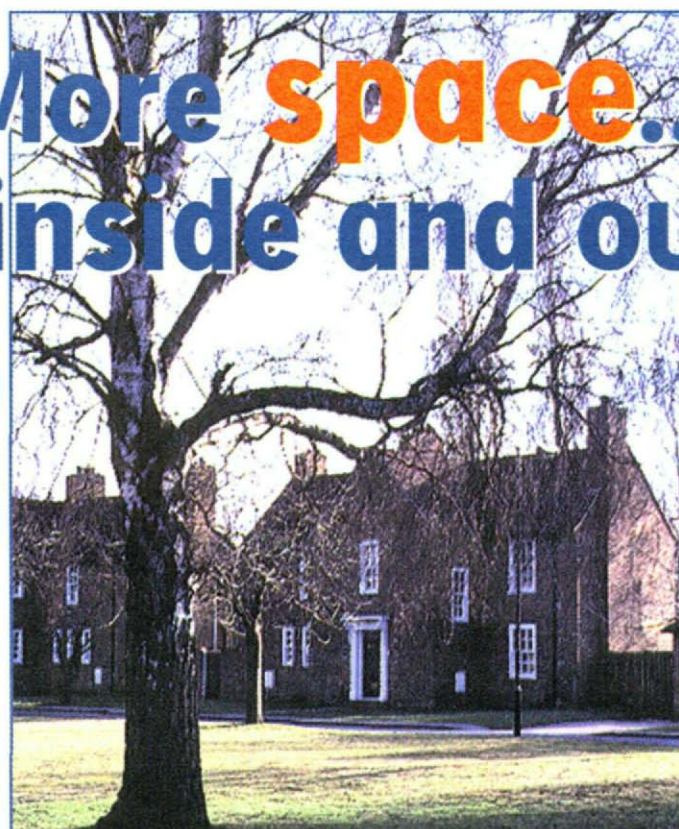
More than 10,000 members of the public queued to see the 21,000 tonne helicopter carrier during her five-day stay at Coronation Quay.

The Mayor of Sunderland, Cllr Wally Scott, said: "We were thrilled that HMS Ocean visited us so early in her career. Sunderland has a great Naval tradition and it was good to see our adopted ship come to the Wear."



● EASY ACCESS: Robert Langford from Richmond descends HMS Ocean's side ramp. Robert was one of many disabled visitors who found that the ship's unique design allowed access to the whole tour route, from jetty level to the flight deck.

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Navy band marched in carnival

THE COLLINGWOOD Band contributed to a 60-strong Massed Volunteer Band at a German festival.

The band took part in the Koln Carnival, part of the traditional celebrations which have been staged prior to Lent since 1341 and which culminate in the Rosenmontag parade, a 10km route through the city, watched by crowds of thousands.

The Collingwood contingent of 15 service personnel was the only overseas participant in the parade.

Apart from the main parade, the band got through a hectic schedule of 17 engagements in four days, ranging from the street carnival parades during the day to hotel stage performances at night.

They counted the experience as a particularly useful rehearsal for their performance at the Royal Tournament this summer.

■ The Collingwood Band are performing a concert in aid of Naomi House Children's Hospice at Ferneham Hall, Fareham, on March 16.

Tickets and more information are available from the Bandmaster on 01329 332553.

London invite

A RECEPTION is to be held to mark the anticipated decommissioning of HMS London later this year.

All serving and ex-serving officers and their spouses are invited to the reception on board the frigate in Devonport on April 30.

In order to gauge likely numbers, interested parties are asked to contact the ship by March 29.

RN ship helps search for historic wreck

Ex-PO joined Navy in 1915



● Birthday visit – Arthur, with a favourite read, is joined by (from left) AWOM1 Halen Ross (HMS Drake), Cdr Chris Thorpe, POMEA Lee Wiltshire (HMS Cornwall) and LW Fran Stoffel (HMS Vivid RNR).

Picture: LA(PHOT) Paul Smith (Drake).

Arthur celebrates 103rd

FORMER Petty Officer Arthur Abbott celebrated his 103rd birthday last month with some help from Devonport personnel.

Arthur, who lives at the Springfields Care Centre in Plymouth, started his working life as an engineering apprentice on the railways but joined the Navy in 1915, originally for 12 years.

But he stayed in until 1937, and was called back into service for the Second World War.

Even when out of the Navy he maintained the link, working in Devonport dockyard until retirement.

Cdr Chris Thorpe (HMS Drake DCBP) presented Mr Abbott with a Navy plaque and a picture of HMS Ocean.

ROYAL Navy warships played a key role in finding what could be a valuable historic wreck.

King Charles I's baggage barge Blessing of Burntisland was lost in the Firth of Forth in 1633, carrying a hoard of treasure.

Charles saw the 400-ton barge and its 35 crew – some of them personal friends – sink in a squall.

Gifts gathered by Charles during his coronation tour of Scotland, including gold, jewellery and weapons, were also lost.

The wreck, in 120ft of water, lay undiscovered for more than 360 years, although interest in the early 1990s led to three mine counter-measures vessels, HM ships Quorn, Cottesmore and Berkeley, keeping a watch for anything which might locate it as they were exercising out of Rosyth.

Their efforts led to the locating of two modern wrecks.

But in 1997 the Burntisland Heritage Trust was formed, and using new historical information they led the search in a new area.

At this point, in late 1997, HMS Roebuck was able to help.

The 1,400-tonne Hydrographic Surveying Squadron ship, passing the spot during a break in a deployment, needed to test her equipment before resuming work off Scotland, and the search for the wreck proved an ideal opportunity to kill two birds with one stone.

Map dowser Jim Longton had indicated an area where the wreck could lie, and as it is standard prac-

tice for the ship to investigate any reports of an unidentified wreck in order to update Admiralty charts, Roebuck assessed the area.

A subsequent Ministry of Defence survey off the Burntisland degaussing range using the ship's boat and a detached party found more traces of the wreck.

Although evidence was slight – it appeared as a slight contact on the echosounder, a side-scanning sonar and a magnetometer – when all the evidence was put together and checked by Naval surveyors, it began to look promising.

Divers confirmed there was a wooden structure just above the seabed – possibly the ship's mast.

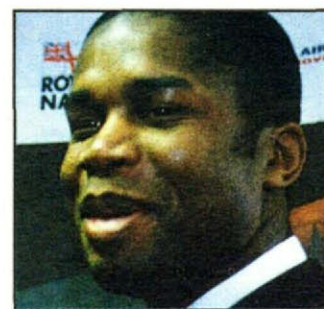
All this has a familiar feel for Roebuck's Commanding Officer, Cdr Bob Stewart, who was a diving archaeological supervisor on the sunken Tudor warship Mary Rose 20 years ago.

Cdr Stewart said: "It is a tremendous find and potentially of great historical significance."

"Finding the wreck has been a team effort throughout, and the co-operation between the Trust and my crew has been rewarded with an enormously exciting discovery."

It is hoped that if the wreck is the Blessing of Burntisland it could be confirmed by the summer.

Roebuck is currently surveying an area of the Irish Sea before returning to Devonport.



● PO Bruno Daniel.

'No home for racism in the Forces'

CONSOLIDATION is the message on equal opportunities following a meeting between Armed Forces minister Doug Henderson and leaders of the Campaign for Racial Equality.

Almost a year on from cementing a five-year Partnership Agreement with the CRE, Mr Henderson met with Sir Herman Ouseley and Bob Purkiss to review the Armed Forces' progress in tackling racism and recruiting more ethnic minorities personnel.

Speaking after the meeting, Mr Henderson said: "Working with the CRE through our unique partnership, the Services have made significant steps in ensuring equality of opportunity for all."

"But there is no room for complacency – I am determined to ensure that not only is there no home for racism in the Services, but that we create an organisational culture that positively embraces and promotes racial diversity."

■ PO Bruno Daniel, of the RN's West Midlands recruiting team, had a chance to discuss the ethnic minority recruitment process with Under Secretary of State for Defence John Spellar during a recruiting drive in Sandwell.

PO Daniel joined the Navy in 1976 and has represented the Service in basketball and athletics.

● HMS Scott at anchor off Mahe Island in the Seychelles. The survey ship visited to allow crew rotation to take place, and she is now continuing her surveying tasks in the Indian Ocean.



For Pinafore read Northumberland...



MEMBERS of the cast of HMS Pinafore learned a little about life in the modern Navy when they were invited on board a frigate in Devonport.

The actors and actresses from the Plymouth Gilbert and Sullivan Fellowship were invited on to HMS Northumberland by her Commanding Officer, Cdr Michael Pearey, to publicise their production.

The show, together with Trial by Jury, will run from March 9-13 at the Theatre Royal, Plymouth.

Producer Alan Spencer has set the two operas in the 1940s, while remaining true to the words and music of Gilbert and Sullivan.

The Plymouth Fellowship claims to be the oldest society devoted to the works of the duo, celebrating its 75th anniversary last year.

● Navy set – cast members of HMS Pinafore on board HMS Northumberland – Kim Willcocks (Josephine), Peter Preston (Sir Joseph Porter), Mark Boocock (Capt Corcoran), Sue Wilks (Buttercup), Philip Mills (Bosun's Mate) and Claire Earnshaw (Wren).

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Invitation to tender heralds new era of Naval aviation



Work to start on carriers

THE PROJECT to build two new aircraft carriers for the Navy took a major step forward with an invitation for firms to bid for the first phase.

Six defence companies were invited to tender for the ships, which are likely to be around 40,000 tonnes and capable of operating up to 50 aircraft.

BAE Defence Systems, Lockheed Martin, Raytheon, Marconi Electronic Systems, Boeing and Thomson-CSF were asked to tender for initial assessment work, with contracts being awarded to three later this year. One would drop out of the project after a year.

A prime contractor is expected to be chosen in 2003, with the carriers – to be built in the UK – entering service in 2012.

Announcing the launch of the tendering

process, Rear Admiral Richard Phillips, Assistant Chief of the Defence Staff, Operational Requirements (Sea Systems) said the crucial factor in the design of the carrier was the type of aeroplane which would use it.

The three alternatives are:

■ CTOL (Conventional Take Off and Landing) – the traditional style of carrier typified by Navy stalwarts such as the old HMS Ark Royal, with catapult launch and arrestor-wire recovery

■ STOVL (Short Take Off Vertical Landing) – similar to the current trio of ships, the Invincible class, but larger, using a ski-jump for launching

■ STOBAR (Short Take Off But Arrested Landing) – again using a ski-jump but landing conventionally with arrestor wires.

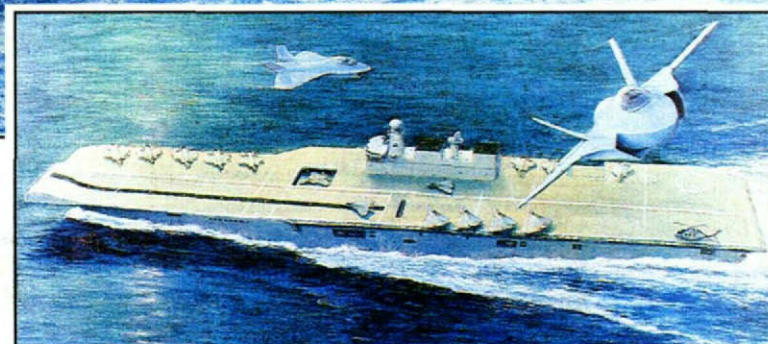
Whatever the final design, the two new ships, which will cost up to £740 million each, will build on the experience of HMS Ocean, and are

likely to be lean-manned – they could operate with the same sized ship's company as the current carriers despite being twice as large.

The ships are also likely to be all-electric – project manager Capt Nick Harry said nuclear power has been ruled out on cost – with the WR21 gas turbine engine, based on existing civil aviation technology, a serious contender for the power-plant.

Other major advances may include aircraft launch systems. If there is to be a catapult, there either needs to be a steam generator – or the Navy may look to electro-magnetic launchers which the US Navy is currently studying.

The project leader will be chosen through open competition, which will extend to industry, to ensure the selection of "top-grade talent".



● Alternative carriers – three possibilities for the RN's new ships. The main picture is an artist's impression of the STOBAR ship, equipped with Eurofighters.

● (Top left) The conventional CTOL version, here featuring Boeing F/A-18E aircraft.

● (Above) The STOVL design, pictured with a Boeing concept of the Joint Strike Fighter at centre and a Lockheed Martin concept to the right.

Pictures: MOD Procurement Executive.

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ARM4



'And the contents of your untidy locker haven't exactly made his day, either!'

NEWSVIEW

Getting the message

MORSE Code vanished from the airwaves last month. And they stopped teaching semaphore in the Royal Navy over 30 years ago. So two of the simplest and most reliable forms of communication are said to have had their day – to the regret of many old practitioners, no doubt.

They will be heartened by the news that the Sea Cadets are planning to mark the millennium by transmitting a message by semaphore from London to Portsmouth via the old chain of stations used during the Napoleonic Wars.

When all the electronics and computers break down (as they do) it may be useful to be able to fall back on a technique that needs neither. Provided, of course, that you have at least two people at hand who know how to use it.

Navy News made the same point back in 1966 – and was immediately rewarded with an account of an incident that proved it. F. Bovington, an ex-Chief Yeoman, then No. 2 at HM Coastguard Station, Totland Bay, IOW, reported: "On Easter Sunday, at Scratchell's Bay, a youth plunged over the 300ft cliff and a rescue operation was mounted by HM Coastguard at The Needles. The operation necessitated several descents and ascents of the almost vertical cliff by Coastguards on a line. During these tricky proceedings, essential communication between cliff-top, beach and midway positions was maintained wholly by semaphore.

"It will be appreciated that the acute angle between cliff-top and the few yards of beach badly distorted the angle of the sender's arms. Nevertheless, essential messages were passed.

"There will always be occasions when semaphore provides an alternative line of communication, and it is to be hoped that Royal Navy training in this 'dying art' will be continued."

Jutland survivors

JAMES Cusick, one of the oldest survivors of the Battle of Jutland, has died at 103. A remarkable man – until the last few months of his life he was living alone, cooking his own meals and enjoying the occasional pint with his RNA pals.

On May 31, 1916 James got lucky – his ship, the battleship HMS Valiant was in the thick of the action, came under heavy fire, but was damaged only by near misses. Just one man was injured by splinters. (There was one other casualty, the ship's cockerel mascot, which was stripped of its feathers by gun blast and saved from going overboard by the padre's quick rugby tackle).

James Cusick's further survival into extreme and steadfastly independent old age is an example to us all – in the finest traditions of a service which upholds self-reliance as a cornerstone of its ideal.

□ HMS Valiant's survival was lucky for me, too. My paternal grandfather was also serving in her at the time. Dad was born just over a year later. – Ed

● HMS Valiant in 1926



NEW DEAL ON LEAVE

■ From front page

included to make up three periods of two weeks' leave. Now, those who wish to take a long weekend will only use their allowance to cover the days they would normally be at work.

The changes recognise that, mostly, Service people are expected to work five out of seven days in a normal week – usually Monday to Friday. That does not mean that the Services have become a five-day week organisation, but it does acknowledge that most personnel who are not deployed on operations or exercises do work five days a week, or a similar shift pattern.

It is not seen as altering the ethos of Service life or the liability personnel have for duty at any time.

There will still be flexibility in timing of leave to meet over-riding operational demands – and those facts of military life are in part recognised by the X-Factor in pay.

Also included in the new arrangements is the introduction of a simplified system of embarkation and disembarkation leave which allows ten days, in addition to the annual leave allowance, each side of a draft between theatres.

There are no changes to terminal leave, invaliding leave or maternity leave. Also unchanged are arrangements for compassionate leave, sick leave, special leave for sport, unpaid leave, sacred leave, survivors' leave and leave for jury service.

Details of the new arrangements will be published in a forthcoming Defence Council Instruction.

Higher rise for lower rates

PAY TAKES ACCOUNT OF RECRUITING

IN WHAT is generally recognised as a good pay deal for the Services, the issues of recruitment and retention have been formally taken into account for the first time.

The Government has accepted the recommendations of the Armed Services Pay Review Body in full, and has not staged the award which ranges from 3.3 per cent to 3.7 per cent – the higher figure being for junior ranks.

It is the first year that the AFPRB's revised terms of reference has required them to consider recruitment and retention, in line with all independent pay review bodies. They have also had to take into account the Ministry of Defence output targets and the Government's inflation target.

The new pay rates give ABs and below a rise of 3.6 per cent. In the case of officers, lieutenants and below will receive a 3.7 per cent increase, while Commodores get 3.3. Most personnel will get 3.5 per cent more.

Increases of 3.3 per cent will be made in length of service increments and all forms of additional pay, but there will be no changes in the X-factor (at 12 per cent) or pension abatement (7 per cent).

Best-quality family accommodation charges will rise by 3.5 per cent for ratings and 5.5 per cent for officers, while charges for poorer quality homes are proportionately lower, down to zero for Grade 4 accommodation.

The rises mean that – with furniture hire and water charges included – accommodation charges will range from just under £5.50 a week for senior officers to 34p a week for junior rates in the poorest grade accommodation.

Single quarters charges go up by an average of 2.6 per cent, ranging from zero for Grade 4 accommodation to 3.5 per cent for Grade 1. The biggest increase here is just over £1 a week for senior officers.

Food charges will rise by less than half the pay increase percentage – by 1.5 per cent, producing a weekly charge of £22.61 for single personnel and £16.52 for married personnel who are unaccompanied.

The following examples illustrate the new daily rates. Ranks and rates are representative and the amounts have yet to be confirmed, so that final rates may differ slightly.

OR/Mne2 Scale A, Uncommitted – £29.42 from April 1 (£28.39 now).

AB/Mne1 Scale B, Uncommitted – £40.62 (£39.19).

LH/Cpl Scale A, Career – £54.22 (£52.40).

PO/Sgt (Non-technical) Scale B, Career – £59.50 (£57.50).

PO Artificer, Career – (£65.29) (£63.10).

C/Sgt (Non-technical) Scale A, Career – £66.75 (£64.51).

CPO (Non-technical) Scale A, Career – £67.61 (£65.34).

CPO Artificer Scale A, Career – £77.25 (£74.65).

CCPO, Career – £80.31 (£77.61).

WO2 (Non-technical), Career – £73.39 (£70.92).

WO (Non-technical), Career – £77.73 (£75.12).

Lieutenant on appointment – £72.71 (£70.09).

Lieutenant-commander on appointment – £92.02 (£88.88).

Commander on appointment – £129.77 (£125.39).

Captain on appointment – £150.85 (£145.74).

Commodore – £184.79 (£178.88).

Defence Secretary George Robertson said: "The Pay Review Body's recommendations recognise the significant contribution made by the Armed Forces to society at home and overseas on operations, and take into account our strategies for better recruitment and retention of Service personnel to meet our objective of full staffing by 2004."

"I am particularly pleased that junior ranks will see a higher award."

He said the additional salary costs of £210 million would be contained within MOD's expenditure limits announced in July.

● The AFPRB has welcomed the new pay structure to be introduced in April next year, with its emphasis on job evaluation and incremental scales in place of spot rates. They will be working with MOD over the coming year to develop the detailed pay scales.

Armed forces health issues reach the top of the agenda

Haslar to open talks with the NHS

BRITAIN'S last remaining military hospital is to open talks with the National Health Service after the announcement that it could close as early as 2002.

Officials from Royal Hospital Haslar at Gosport will be discussing how their patients will be treated in the future with Portsmouth Hospitals NHS Trust, whose Chairman is former Flag Officer Portsmouth David Bawtree.

The talks, which will also involve GPs and new Primary Health Care Groups due to be established next month, will include a proposal for a military wing at Portsmouth's Queen Alexandra Hospital.

There is fierce local opposition to Haslar's closure and in January more than 20,000 people took part in a march and a rally to protest.

But Health Secretary Frank Dobson has echoed a pledge by the Ministry of Defence that Haslar will not close until suitable alternative health care cover was in place for Servicemen and civilians in the area.

And in the House of Lords the Parliamentary Under Secretary for Health, Baroness Hayman, said that the hospital was unlikely to close before 2002.

Ailing medical service to get 'new blood'

THE DEFENCE Medical Service is looking for almost 300 new doctors and nurses to inject new life into one of the most beleaguered branches of the Armed Forces.

Medical services were amongst the hardest hit by defence cuts in the past and a £100,000 campaign has been launched by the Surgeon General to attract 80 new general practitioners and 200 nurses into the profession.

The recruiting drive kicks off with a national advertising campaign to let newly qualified medics and those considering a career change know what opportunities there are in the Navy, Army and Royal Air Force.

Research has shown that most health professionals are unaware of the benefits of a career in the Services which include excellent pay and training and the chance to travel world-wide through active service and adventurous training.

At the launch of the new initiative, Surgeon General Air Marshal John Baird said: "A career as a Service medic offers excellent opportunities.

"The Armed Forces are back in the recruiting business and are looking for the brightest and best medical professionals.

"If you are motivated, quick thinking and relish a challenge, the personal, professional and financial rewards are there for you."

For more details of the jobs on offer, call the medical recruiting hotline, 01252 340385.

Gulf veterans see results published

ARMED FORCES Minister Doug Henderson has welcomed the publication of the clinical findings for the first 1,000 Gulf veterans to be seen at the MOD's Medical Assessment Programme.

Speaking after results were released to the British Medical Journal, Mr Henderson said: "I am very pleased that detailed information about the types of illness being suffered by some Gulf veterans has now been published.

"I believe that this paper is a valuable contribution to our knowledge on the subject and will be very useful to the Gulf Veterans, and to the medical and

scientific community.

"As I have said before, we are determined to do everything we can to understand why some Gulf War veterans are now ill, including looking at possible causes and supporting appropriate treatments.

"The Ministry of Defence will continue its policy of vigorously addressing the health concerns of Gulf veterans."

Biological experiments were mostly harmless

AN INDEPENDENT review of biological defence trials carried out in Dorset and East Devon in the 1960s and 70s has concluded that the germs released would have caused no harm to the vast majority of people.

But the report, commissioned by the MOD and carried out by the eminent microbiologist Professor Brian Spratt, said that there may have been an unquantifiable risk to a very small number of people who were already seriously ill.

The effects on someone with an underlying disease, such as cystic fibrosis, could have produced an infection of the chest or blood within a few days of exposure.

Prof Spratt added that it was extremely unlikely that there was any link between the trials and people who have since suffered from chronic ill health, had miscarriages or children with disabilities. A review of similar chemical trials involving the release of zinc cadmium sulphide has also been announced.

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Battlefield doctors deploy to Denmark

THE NAVY'S ability to evacuate and treat casualties of war was put to the test in a major NATO exercise on the coast of Denmark's Jutland Peninsula.

Exercise Common Compass saw RFA Sir Galahad set sail from the UK with teams from the Regimental Aid Posts of 45 Commando, HQ & Sigs RM, 1st Battalion Royal Netherlands Marine Corps, a Commando Logistics field dressing station and an RN/RM surgical team drawn from Derriford and Haslar Hospitals.

It took just two days to get to Esbjerg and in the three days which followed a multinational NATO force supplied over 1,000 'casualties' to

create the most challenging medical, surgical and logistical problems possible, including immediate life and limb-saving surgery.

The exercise 'umpires' judged that 99 per cent of the casualties were treated appropriately and effectively, a great result for all involved in the exercise and a tribute to the professionalism of 3 Commando Brigade's medical assets. The result also sets the standard for the next major NATO exercise of this kind, which will be held in Poland in 2000.

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OFFER ENDS - 31st May 1999



● CDBA: Divers at Horsea Island converting to the new Clear Diver Breathing Apparatus. An external breathing system (XBS) is in the foreground. Picture: SFPU.



● INSPECTION: Rear Admiral John Chadwick inspects some of the soldiers he is responsible for at the DDS. He is pictured with Cpl Andy Blatch and the CO, Lt Col Robbie Hall. Picture: SFPU.

Joining forces for greater efficiency

ONE OF THE closest liaisons to be found between the Navy and the Army exists at the Defence Diving School.

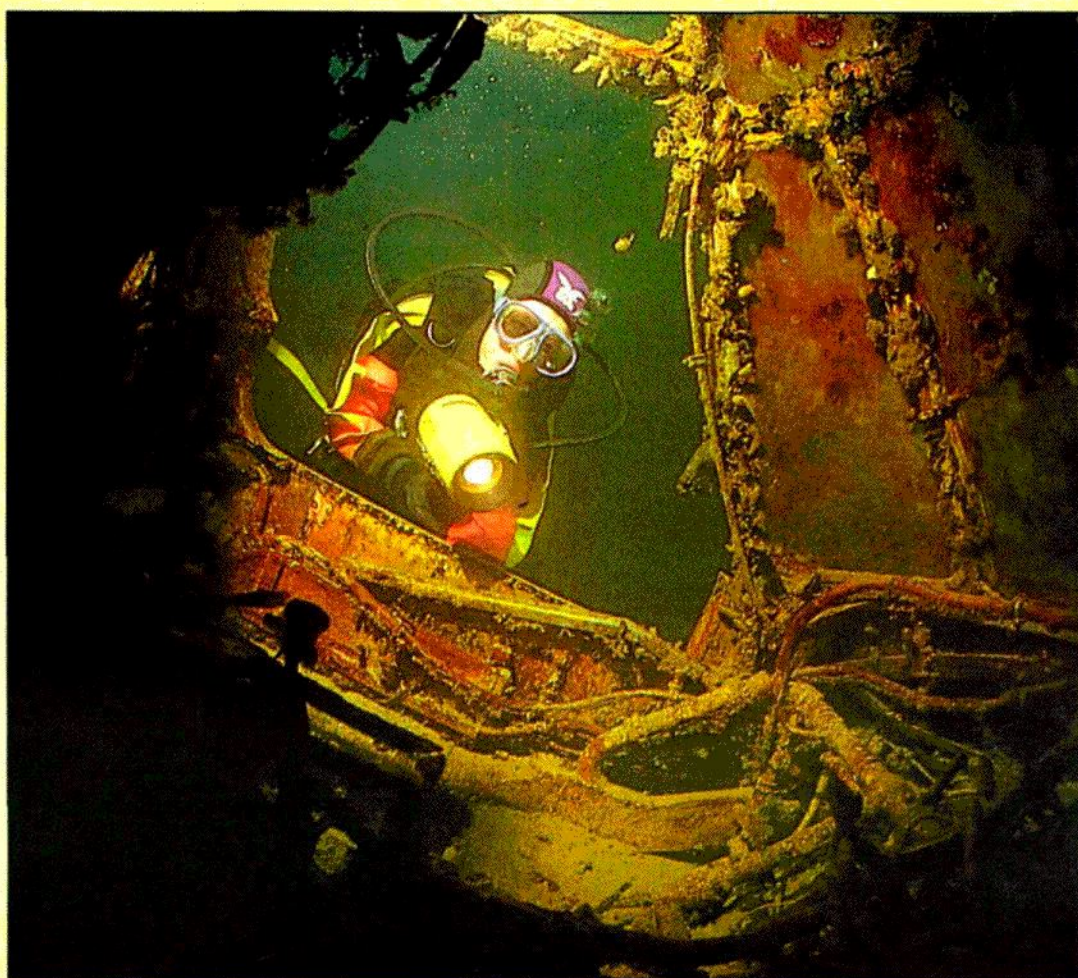
The school itself is commanded alternately by an RN Commander and a Lt Colonel in the Royal Engineers.

There are 113 Army, Navy and civilian staff at the Joint Services school but the ultimate administrative responsibility rests with Flag Officer Training and Recruiting, Rear Admiral John Chadwick, who has the unusual duty of periodically inspecting the soldiers under his authority.

The Joint Service structure was established in 1995 when the Navy's Minewarfare and Diving Department moved from HMS Nelson's Gunwharf site (formerly HMS Vernon) to Horsea Island and joined forces with the Royal Engineer Diving Establishment.

Many facilities are shared and one day all military divers may undergo the same basic training.

But the different minehunting and construction/demolition skills required by the Navy and the Army will always demand specialised continuation training for each.



● WRECKAGE: This old helicopter (above) and armoured vehicle (inset) are among the dozen features which have been placed in Horsea Island Lake to add to the fun. Picture: Simon Volpe.

Navy divers search of m

NEW EQUIPMENT being introduced at the Defence Diving School at Horsea Island is allowing Navy divers to work deeper than ever before writes Dominic Blake.

The new Clearance Diving Breathing Apparatus (CDBA) is allowing them to operate safely at 80 metres and to stay down for four times as long as the old oxygen rebreather set it will eventually replace.

Operationally, the new kit will allow divers to tackle mines which could only be reached until now by remotely operated vehicles.

The Head of Navy Diver Training at the Defence Diving School is Lt Cdr Mark Warlow, a Falklands veteran who has hands on experience in defusing mines in the Gulf during the Iran/Iraq War.

He explained: "Mines are getting much more sophisticated and they are being laid deeper which makes them much harder to detect and deal with, and by using more, or more efficient explosives, they are just as dangerous to ships."

The old DSSCCD equipment (Diving Set Self Contained Clearance Diving) which is being replaced was limited to just over 50 metres, the depth at which the concentration of oxygen starts to become toxic.

But the new set adjusts the levels of helium and oxygen which the diver breathes as he goes deeper, keeping the partial pressure of oxygen constant at a safe level.

Lt Cdr Warlow said: "The old rebreathers were limited to 54 metres and only five minutes of bottom time but we can now go to 80 metres and stay on the bottom for 20 minutes, and this means we're going to be able to prosecute much deeper mines."

"We can get down there for recognition and disposal purposes in situations where only a remotely operated vehicle could go before."

Equipment is not the only thing that has been changing at the Defence Diving School - there have also been radical changes in the way that people are selected and trained.



● MINEHUNTER: A Royal Navy clearance diver which is being introduced will allow divers

Gone are the infamous 'mud runs' and beasings during selection. Instead, there is programme which tests applicants' ability to withstand high levels of stress and discomfort in a carefully controlled way.

Divers still have to be very fit at the start of the course and the initial fitness test involves a three-mile squad run with 15 minutes for the first 1.5 miles and ten and a half minutes for the remaining distance, followed by a 400m run with a 29kg rucksack on, then eight chin-ups, 40 sit-ups and 16 tricep dips.

But the most gruelling part of the four month Able Seaman Diver course is 'live-in week' where candidates spend seven days of repeated endurance diving and physical training o

Torpedo proves p scuba en

SCUBA ENTHUSIASTS have been joining the Defence Diving School after an imaginative programme has been set up to attract sports divers to the site to sports divers for the first time.

The star attraction is a 1km long lake which has a depth of six to ten metres and its shores are frequented by more experienced divers when conditions are right.

While the relatively shallow depth makes it a safe training environment, a dozen sunken features such as an old helicopter, field ambulances, boats and armoured vehicles make it an underwater theme park for divers of all abilities.

The facility, known as the Horsea Island Dive Centre, was set up by Glynne Pusey of South Coast scuba specialists Andark Diving, and it is now open to sports divers on Thursday and Friday from 9am to 2pm and from 8am to 6pm every Saturday and Sunday.

The growing popularity of the site is generating valuable income for the Defence Diving School, but the huge area of the torpedo testing lake means that there is plenty of room for both military and civilian activity.

go deeper in modern mines



diver tackles a mine in the Gulf. New equipment's to reach mines laid as deep as 80 metres.

the island with a maximum of four hours sleep a day.

Lt Cdr Warlow said: "There are no mud runs on selection, but the aptitude has to be intense so that the students will be capable of undergoing the rigours of the course."

"Most will have to do one or two mud runs during 'live-in week' but it's not a beating. The whole purpose is to prepare them for the times that they will have to go out onto mud flats at low tide to deal with ordnance, and that happens more regularly than most people think."

Another major change at the Defence Diving School is the fact that candidates no longer have to complete three years of general service before applying to join the diving branch - you

can now join the Navy directly as a diver.

Since the three-year prior service requirement was dropped, divers have been recruited from a host of different backgrounds and those on the latest course at Horsea illustrate the point.

Included amongst them is a former soldier, a civilian sports diving instructor and many who have transferred from other branches of the Navy, including one who sacrificed promotion for the chance to be a diver.

After the initial aptitude tests, training starts with fairly simple Swimmers Air Breathing Apparatus (SABA) and harbour work such as ship's bottom searches.

Next they move on to rebreathers and learn how to conduct sea bed searches at Portland before progressing to deep diving on mixed gas from the diving tender Ixworth in Scotland.

Back at Horsea Island, they are taught to dive with Kirby Morgan Bandmask surface supplied air equipment and learn the basics of underwater engineering using heavy tools and cutting gear.

Mine warfare theory is provided by HMS Dryad and students then spend two weeks of intensive training at the Defence Explosive Ordnance Disposal School before deploying to diving teams or to minehunters throughout the Fleet.

Former Para Stephen King (29) from the Isle of Wight is half way through the Able Seaman (Diver) course at the DDS.

He said: "The course is physically and mentally intense. You work long days, there's a lot to learn and you have to keep on top of everything. It's very draining."

Former scuba diving instructor Richard Jewitt (22) from South Shields (inset below) agreed: "It's hard. There's been a lot of running about the island and the physical side of it was a big shock after basic training at HMS Raleigh, but it's put a whole new outlook on diving for me."

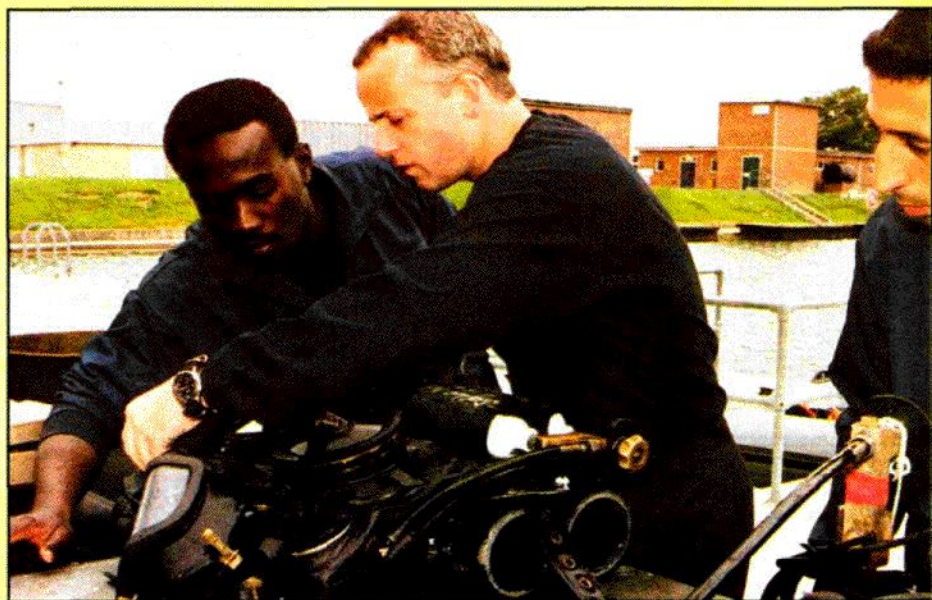
"We've just come back from our deep dives in Scotland and now that we're getting our hands on and doing a job underwater it's all starting to come together."

"I was diving outside in the sports world but I got as far as I could in that career, so this was the obvious choice for me. But you've really got to want it to get it."



● **CUTTING EDGE:** A diver develops his underwater engineering skills with a cutting torch inside a special facility at the Defence Diving

School, using Kirby Morgan Bandmask equipment with an air supply delivered to him from the surface. Picture: Simon Volpe



● **INTERNATIONALS:** A foreign student under training with CPO(D) Rick Rickard. The School has an international reputation and generates extra income by training divers from abroad, with many from Middle and Far Eastern navies. Picture: SFPD.

test lake perfect for enthusiasts

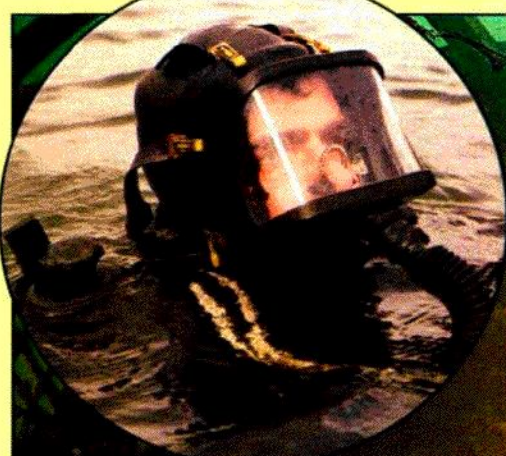
Jumping at the chance to dive at the Defence partnership with a civilian dive club opened at time.

which was once used for testing torpedoes. Its altered location make it ideal for novices and for at sea are too rough to venture out.

The CO of the Defence Diving School, which the Navy shares with the Royal Engineers, is Lt Col Robbie Hall. He said: "We are marketing our spare capacity to bring income back into the school and at weekends we have about 120 divers here."

"It is a very successful venture and it certainly doesn't get in the way of any training that we are doing. In fact I think it's safe to say that we have learned one or two things from the sports divers and I'd like to think they have learned one or two things from us."

Dives at the Horsea Island Dive Centre, which is reached by the same road which takes cinema goers to the UCI complex at Port Solent, start from just £4.50 and equipment hire is available. For details call the booking office on 01489 480480.



● **EXPLORER:** A sports diver investigates a relic in the 1,000m former torpedo test lake at Horsea Island. Picture: Simon Volpe

Pictures by Simon Volpe and SFPD



LETTING IN LIGHT ON THE WAR OF 1812

REGARDED by many at the time as an unnecessary conflict, the War of 1812 was in almost every aspect a naval war.

It marked the coming of age of the US Navy – and saw the hitherto omnipotent Royal Navy humiliated by a series of defeats in single-ship actions, hotly debated at the time and by historians ever since.

In his introduction to *The Naval War of 1812* (Chatham £30) Dr Andrew Lambert explains why the heat of the contemporary debate created more smoke than light – and why the descriptions of the battles given by those who took part in them so often conflicted.

Like the air combat of World War I, the frigate fights reflected a romantic notion of chivalry – and certainly in America their importance was greatly exaggerated for political ends.

For the Royal Navy, unfamiliar with defeat whatever the odds, it was necessary to explain to an outraged public and Parliament what had gone wrong.

"At the root of the problem are the official reports by the officers involved, which only the naive would treat as objective evidence. The defeated captain faced a court martial and had to put the best face on his performance.

"Obviously, it was in his interest to maximise the power of his

opponent and make the most of the damage inflicted; he might also use a substantial "butcher's bill" among his own crew to prove that he had not surrendered until there was no alternative."

However, he was often unable to tell how badly his enemy had fared – American frigates were usually carefully repaired and returned to fighting trim before taking the surrender of their foes – so exaggerated estimates of casualties were common.

There was also a problem in identifying numbers of wounded. In the Royal Navy every man who visited the surgeon was listed since they could then claim "smart money", but the Americans seem to have confined the term to those unable to do duty.

In many ways the victorious captain had even more reason for giving his report a similar spin. His career depended on how his achievement was judged – and then there was the prize money, of course. Most RN officers wrote glowingly of their prizes, but unless they were on a distant station where the commander-in-chief would make the decision to purchase, the judgement rested on an impartial Navy Board survey.

The temptation to exaggeration was even greater in the US

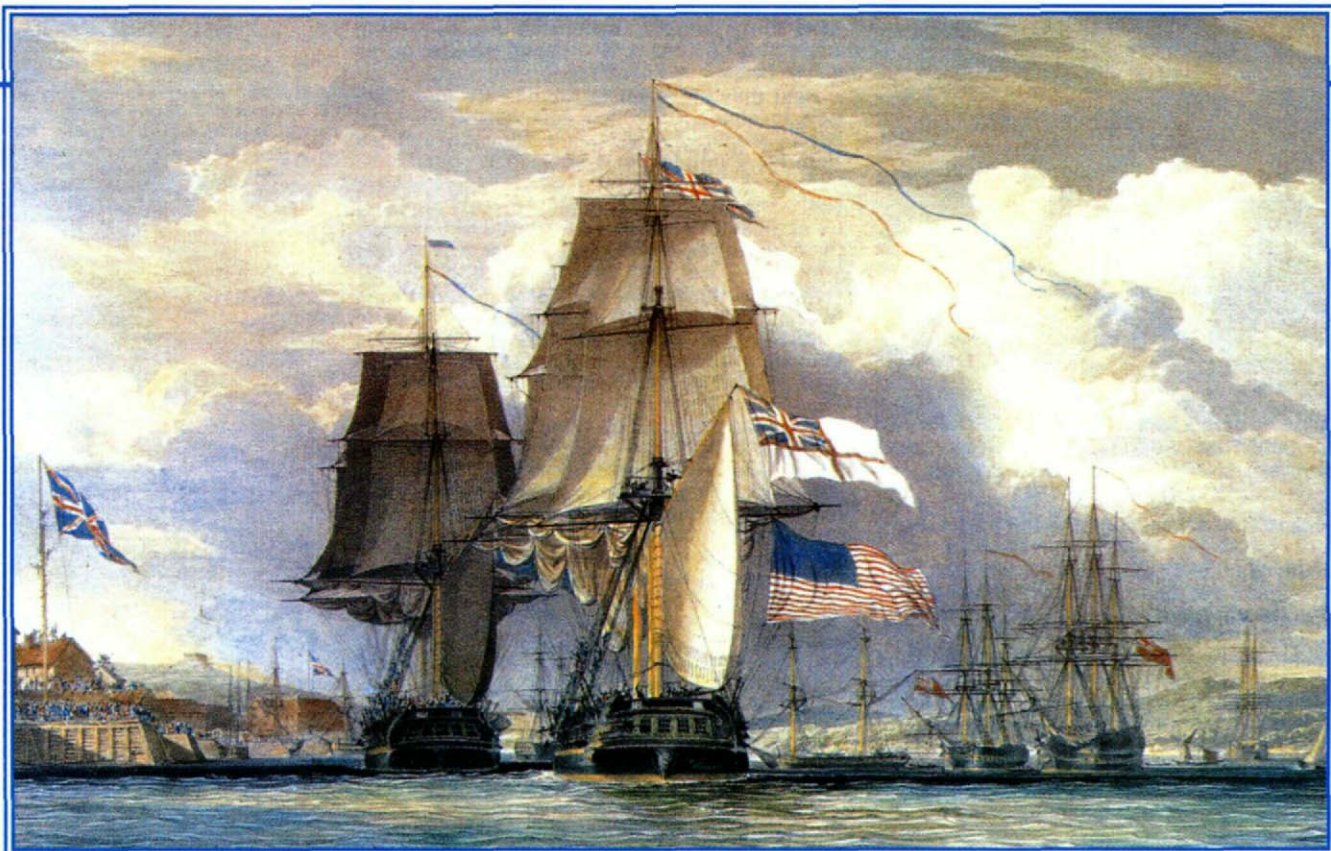
Navy where the whole value of the prize was only given to the crew if the prize was judged of equal or superior force to the capturing ship – otherwise they only got half.

There was often a huge difference between rated and real force – a 32-gun frigate might also carry a dozen more powerful carronades which were not listed (possibly because they were regarded as temporary, like swivel guns).

This was exploited to great propaganda effect – the reports of victorious American captains scrupulously noted every gun carried by their opponents and were not above ignoring the fact that they might be of smaller calibre.

In this latest in the Pictorial Histories series, which carries many rare and previously unpublished pictures, Robert Gardiner provides extended essays on the war as it was fought on the high seas, around the coasts and on the Great Lakes – where the USN again intervened to crucial effect.

● *HMS Shannon leading the captured American frigate Chesapeake into Halifax, June 1813* by J. C. Schetky (National Maritime Museum).



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Shadow of Death lacking in depth and dignity

THE OBSESSION with things gloomy and terminal continues to mark the final tranche of *Meet Joe Black* is a recent example, an adaption of a play called *Death Takes a Holiday*, which is indeed all about Death enjoying a millennial break and moving in with media tycoon Anthony Hopkins and his family.

If you had to picture Death as a person, it would probably be quite a long time before Brad Pitt came to mind. As everyone knows, Death is much taller than Brad Pitt and projects rather more gravitas than the cocky, irresponsible characters with whom the actor is by now identified.

This is kamikaze casting of the highest order and perhaps as a result the movie never really makes its mind up whether to be a comedy, a romance or a slightly sinister fantasy, despite having a three-hour running time in which to reach a decision.

On the plus side, Hopkins is his

usual tower of strength as the doomed tycoon, and individual scenes are quite amusing – Death addressing the board of directors, for example, or discovering the addictive qualities of peanut butter.

And there's one moment – a car accident – which is as joltingly unexpected as almost anything we've seen since Janet Leigh stepped into that *Psycho* shower way back in 1960.

Speaking of which ... there is now a new *Psycho* which, as widely reported, is not a remake so much as a reproduction, repeating the original (three tiny interpolations apart) shot for shot, only in colour and with a different set of actors.

Norman Bates, the most significant horror icon since Bram Stoker invented Dracula, is on this occasion played by one Vince Vaughn, who is very creepy and very tall. Vince would have been terrific as Death.

Finally, a lament for a piece of

film which never existed. This is by way of a PS to last month's *Navy News* article on the scuttling of the German fleet at Scapa Flow.

History records a bit player in the drama, an American artist named Bernard Gribble, famed in his day for his seascapes, who travelled up from London with the intention of painting a great canvas showing the fleet in captivity. "Twilight of the Gods" he was going to call it. He chartered a trawler and selected a vantage point in the middle of the big ships.

But hardly had he started sketching when, one by one, his subjects began to disappear in front of him: noon, June 21, 1919.

It is the supreme example of someone being in the right place at the right time but with the wrong equipment. If only old Gribble had had a movie camera on the deck of that trawler, instead of a useless easel and a bunch of paint pots!

ScreenScene – by Bob Baker



At Your Leisure



**Frigates
that
came
late –
but not
too late**

THE CAPTAIN class frigates, 78 modern destroyer escorts known affectionately as DEs, were leased to the Royal Navy by the United States and filled a desperate need.

Although it is generally accepted that the worst of the battles in the Atlantic were over by the time they arrived in 1943, those that went on to serve in the roving Support Groups were very successful, sinking 36 U-boats and damaging many more.

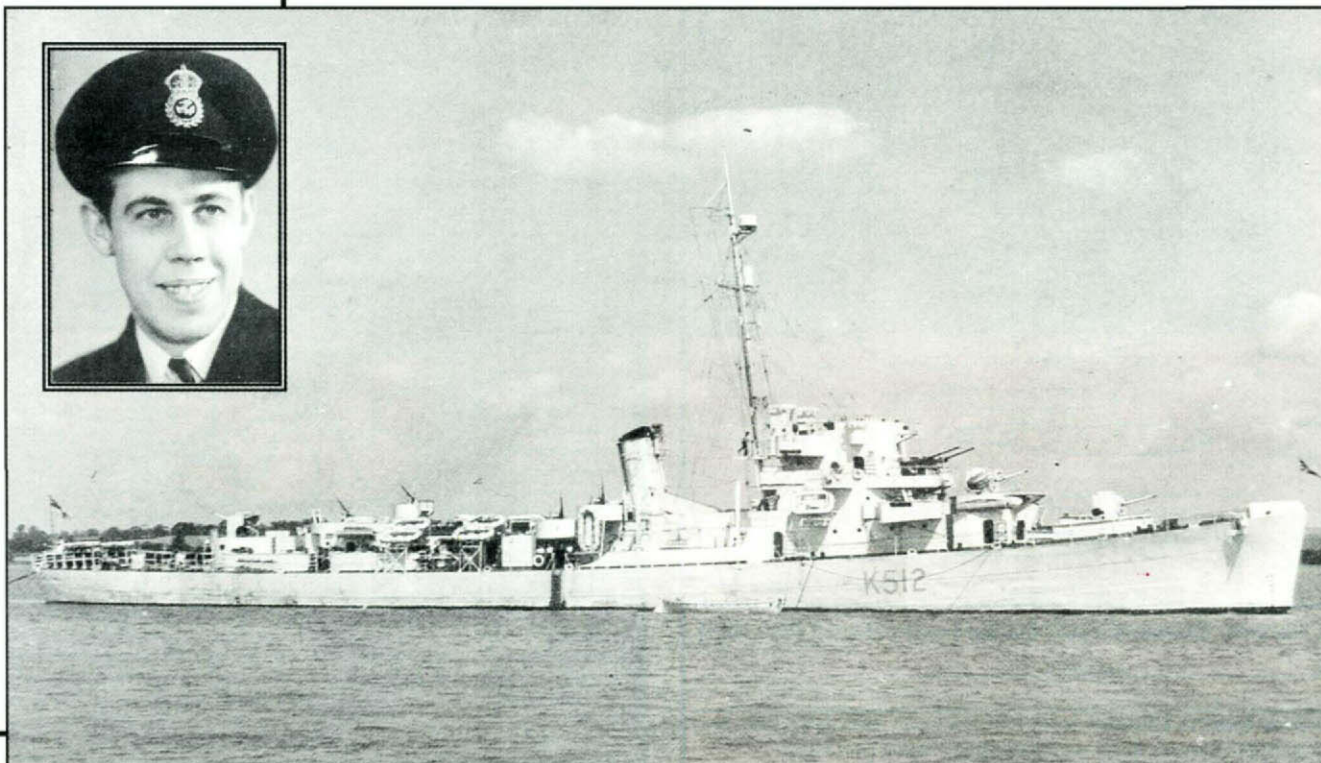
They also played an important part in the fight against the German naval threat in the summer of 1944, protecting the shipping involved in the build-up to D-Day.

Don Collingwood is well-qualified to put together their hitherto untold story – he served in them from their first arrival in 1943 to their return to the US after the war.

And, he says, a statistical analysis of U-boat sinkings he once made showed that of the ten major classes of RN escorts, comprising some 389 ships, their prowess was only exceeded by the Loch-class frigates, the Black Swan-class sloops and the converted 'V' and 'W' destroyers.

The Captain Class Frigates (Leo Cooper (£19.95) thus provides new insight of an aspect of the war at sea that has for too long been neglected.

● **HMS Cubitt and (inset) Don Collingwood, her Ordnance Artificer from November 1943 to March, 1946.**



D-DAY'S DOWN ON TAPE

STILL cashing in on the success of Steven Spielberg's film *Saving Private Ryan*, the Imperial War Museum is now offering its D-Day pack of facsimiles of original documents (reviewed in our November issue) at £4.99 plus £1pp (£3 overseas).

And also, for the same price, D-Day Remembered, an 80 minute cassette tape carrying the reminiscences of 39 veterans of the invasion of Hitler's Fortress Europe in 1944.

Focusing on the British contribution (unlike *Private Ryan*, which ignored it), this includes accounts by Lord Louis Mountbatten on the planning of Operation Overlord; George Honour (commander of the midget submarine X-23 which marked the approach to Sword Beach); and Albert Barnes (of the RN tug Stormking towing Mulberry Harbour caisson).

BIRTH OF BIG GUN WARS

DURING England's wars with France the role of the Royal Navy was crucial. Its victories in the end confined France's territorial aspirations to continental Europe under Napoleon and largely deprived her of her pre-19th century empire.

But it was in the Anglo-Dutch wars of the 17th century that the Navy developed as a significant instrument of power, when the "big ship, big gun" policy, which not all admirals had hitherto favoured, was revealed to be the correct path to victory.

In *The Anglo-Dutch Naval Wars 1652-1674* (Sutton £20) Roger Hainsworth and Christine Churches show how its permanent adoption brought two further developments of crucial significance.

First was the gradual elimination of armed merchantmen as a serious naval resource – and with that the emergence of a permanent professional Navy in which skilled men might seek a career in both war and peace.

Secondly there was the development of the line of battle as a formation in which large numbers of warships could engage the enemy to greatest effect.

Eventually talented commanders would devise and execute successful tactics for their fleet, which they could manoeuvre through



● **BIG GUN: Robert Blake, by Samuel Cooper**

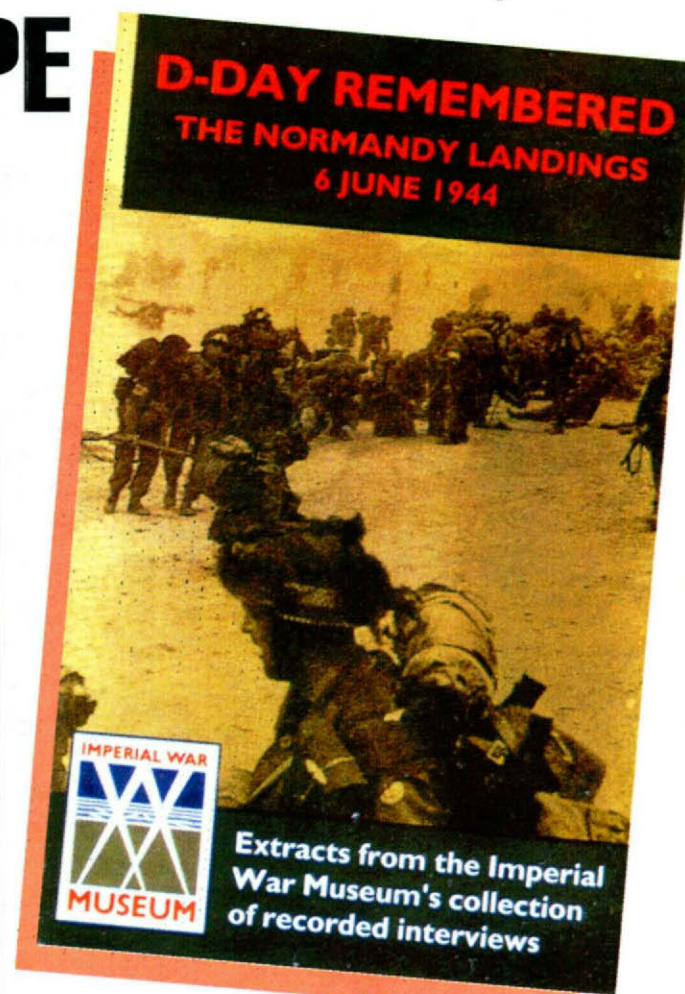
increasingly elaborate signals.

Ironically, the line-of-battle formation's success doomed the very ships which first employed it – Monck's second- and third-rates and smaller frigates. Although larger and better armed than their adversaries of the First Dutch War they were too small for the line-of-battle of the future.

That would be composed

of ships bearing from 74 to 100 guns, and although there would be far fewer of them, their firepower was much heavier than that which Blake and Monck in 1652-53, or York and Rupert, Sandwich and De Ruyter in the later wars, had brought to bear.

Even so, the commanders of the Dutch wars were pioneers in a new and terrible trade.



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At their head office in Portsmouth, a major feature is a man-made lake which attracts an abundance of wildlife.

And the Ministry of Defence has lots of land which supports rare plants and animals.

IBM and many sections of the MOD also have a reduce-reuse-recycle policy to keep waste to a minimum and they encourage their employees to actively participate.

And both IBM and the MOD employ wildlife advisers and produce a magazine and a newsletter so that staff learn more about the environment outside their offices and the conservation work that takes place.

WELCOME aboard me hearties! I'm just about to set sail again but I've just got time to name the winner of the Doctor Dolittle Competition. Well done Perry Lennon, aged 6, who wins a family ticket to see the show at the Apollo Theatre.

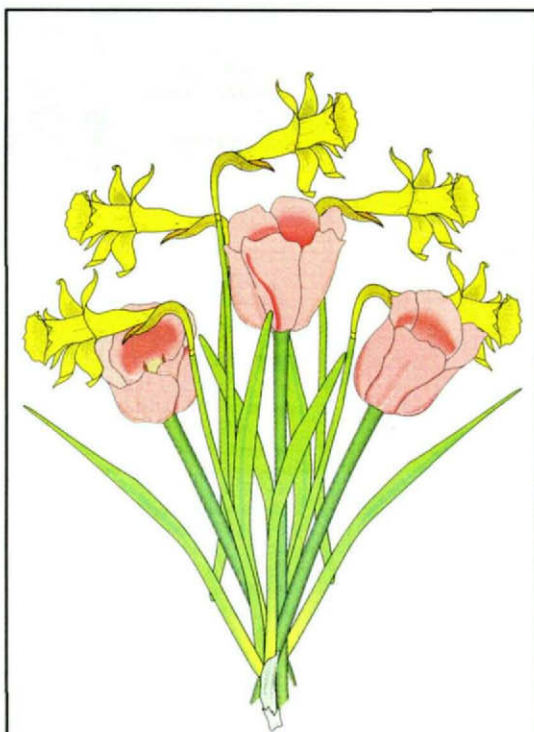
I must say that I've been fair flabbergasted at the fantastic response to the poetry competi-

tion and winners will be announced next month. I never was any good at poetry myself. I was always too busy studying me treasure maps.

Them there maps are pretty useful things, you know, and there's been some mighty clever people who have drawn them. They visited the lands that nobody knew about and

drew in all the details like the heights of mountains, where the rivers flow and where all the people lived. I have heard tell from yonder ship's gossip that there was a brave man called Captain Cook who was good at those 'ere maps. I'll ask Technocat to find out more and tell you what he finds. Now I'm off to splice the main brace. I'll see you soon!

Win some flowers for your Mother



DO YOU KNOW what special day it is on Sunday March 14? It's Mothering Sunday! It's a great opportunity to plan something special to show our mums how much we love them and Captain Plank has come up with a fab idea.

He would like all you Gang Plank Club members to write to him about your mums. He wants to know why your mum is so special. Have you ever stopped to think of all the things your mum does for you?

She probably washes and irons your clothes, cleans the house, does the shopping, drives you to all sorts of places in the car and may even have a job as well and I bet she still manages to find time for a big cuddle!

You might have other reasons for thinking your mum's special. Is she funny? Is she a good cook? Perhaps she's a terrible cook! Does she play games with you? Or perhaps she's accident prone. Or is she just a very kind person who always thinks of others before herself?

Whatever the reasons Captain Plank wants to know why you think your mum is just the greatest.

Once he has got all your letters he will choose the best one and a beautiful bouquet of flowers will be sent to the winner's mum on Mothering Sunday. But you'll have to hurry because the closing date is Wednesday March 10, so get writing!



CHAT PAD

SPRING IS IN the air! Important dates for your diary this month include St David's Day on March 1 and St Patrick's Day on March 17.

How's your general knowledge? Which countries are St David and St Patrick patron saints of? Sunday March 28 sees the start of British Summer Time, so don't forget to move your clocks forwards by an hour, March 14 which is Mothering Sunday.

This month we have a competition you can enter to win your mum a bouquet of flowers. Keep your letters coming in because we just love to hear your news and views. We've had letters from Chloe Martin, aged 5, who had a great time at London Boat Show, a poem from her brother Thomas and a letter from Shaun Williams, so a big thank-you for those.

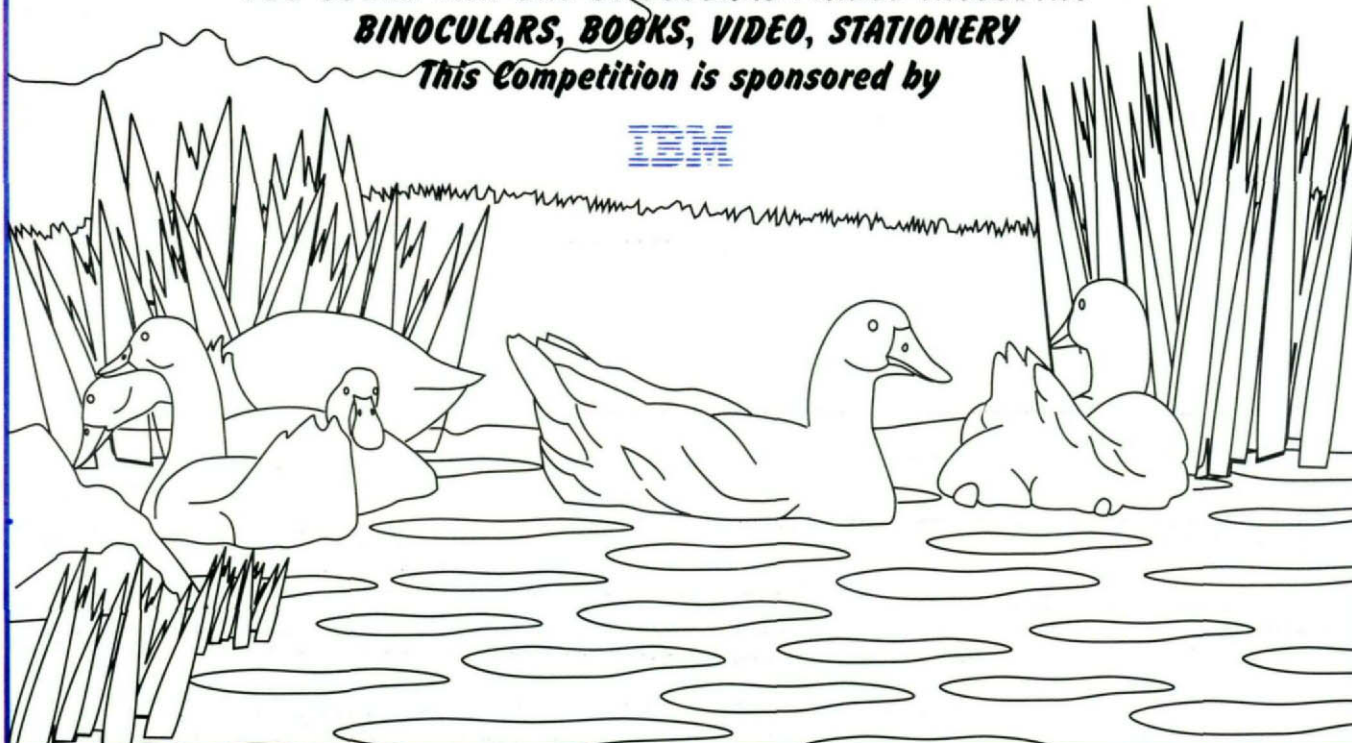
We still want to hear all about your pets so get scribbling and don't forget to send us a photo! Next month there will be another bumper four-page edition, packed with things to do over the Easter holidays, so keep a look out for the Gang Plank Club's Easter Eggstravaganza!!

COLOUR - ME - IN

YOU COULD WIN ONE OF SEVERAL PRIZES INCLUDING -

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This Competition is sponsored by



Send your completed entry to "THE GANG PLANK CLUB" HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

Name: Age: Address:

Closing date for entries - 31st March 1999

The judges decision is final. Employees and relatives of Navy News are ineligible to enter. Sorry we are unable to return your entry.

March birthdays

Benjamin Youngs, Michael Cheeseman, Francis Bell, Daniel Scully, Joseph Campbell, Scott Clewes, Imogen Napper, Adam Langley, Robert Plater, Thomas Martin, Zoe Armstrong, Emma Whiteley, Kelly Barber, Keith Stevens, Andrew Grigg, Mark Bull, James Dorman, Sophie Cooper, Mark Walsh, Kelsey Clarke, Jo Barnes, Reece Bailey, Monique Sterling, Andrew Wiggins, Jennifer Stray, Gemma Sheppard, Jo-Anne Burford, Kirsty Kerridge, Katrina Hodge, Katrina Grant, James Robert Chippendale, Grant Miller, Andrew Iskauskas, Carmel Squibb, Elizabeth Hessey, Daniel Barnett, Myles Farrier, Matthew East, Kate Lambert, Jordan Burnham, Lee Buckley, Kirsty Osborn, Alexander Oliver, Daniel Evans, Laura Gregory, Louise Williams, Heather Bowman, Mills Williams, Laura Webb, Iain Blair, Keith

Oxborough, Kieran Barber, Nicholas Hudson, Holly Birkinshaw, Samuel Humphries, Paul Glaister, David Burdess, Joel Milton, Andrew Rich, Alexander Hatton, Will Albert Cooper, Daniel Jenkins, William Marshall, Adam Lewis, Sam David Royal, Elizabeth Ball, Jack Wright, Jessica Hughes, Alan Paterson, Tony Jones, Mya Summifirs, Ashley Mason, Mark Cowling, George Field, Spencer Marney, Robert Lindsay, Adam Wall, Frederick Emmott,

Karl Edwards, Lauren Mundy, Samantha Woodall, Henry Woolmer, Warren Chasney, Tanya Miller, Nathan Hanby, Donna Marie Lynch, William Edward, Isobel Marie MacAuley, Rob Smith, Hannah Mayhew, Jessica Morris, Martin Kerrigan, Mark David Crook.



JOLLY JOKE TIME

Why is a ship called a She?

Because she dresses for special occasions, uses a lot of paint and is unpredictable when the going gets rough. What did the dog say when he sat on some sand paper?

Ruff! Ruff!

There were two fish in a tank and one said to the other: "How do you drive this thing?"

Which pantomime is set in a chemist's?

Puss in Boots.

How do you catch a squirrel?

Climb up a tree and act like a nut.

Which bus crossed the ocean in 1492?

Columbus.

What did one eye say to the other eye?

There's something between us that smells.

Thanks to Dana Hill, Dominic Shasby, Timothy Moulders, Shaun Williams and Thomas Martin. Keep sending your jokes!

FOCUS ON:

Birdwatching

DID YOU know that the Royal Navy has been doing some serious bird watching since 1946, when the RN Bird Watching Society was formed?

During Captain Cook's voyages a tradition grew up that young naturalists were sent on the surveying expeditions to observe the birds and other wild life of the lands that were discovered.

Today the Duke of Edinburgh is patron of the Society. He first became interested in sea birds when he was serving in the Navy and kept up his observations whenever he travelled in HMY Britannia. He even wrote a book *Birds from Britannia*. The Duke of York is a member, too.

The Society builds up information about sea birds and their movements on a computer and the information is passed on to other bird watching organisations. It has about 300 members and next year hopes to send an expedition to the island of Diego Garcia in the Indian Ocean to identify

● This picture was taken by RAF Cpl Darren Garwood while the Type 23 frigate HMS Sutherland was visiting South Georgia. You can just see the ship in the background.



and record the bird life there.

At this time of year the birds in your garden may be struggling to find food. Make them a treat by mixing bird seed, nuts, dried fruit, oats, cake etc with

half as much melted fat and hang it in a bird feeder.

As many as a million birds are saved each year by people who put out extra food for them!

Membership Application Form

Please enrol me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25.

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PART 3: APRIL 20, 1949 - HMS AMETHYST LIES AGROUND OFF ROSE ISLAND ON THE YANGTSE RIVER AFTER COMING UNDER FIRE FROM CHINESE COMMUNIST ARTILLERY ON THE NORTH SHORE. SOME OF THE SHIP'S COMPANY HAVE MANAGED TO SWIM ASHORE ...

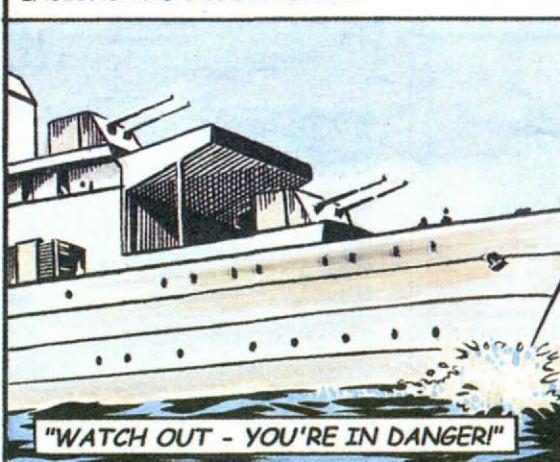
The Yangtse Incident

ON BOARD REMAIN 76 UNWOUNDED, 25 WOUNDED AND 17 DEAD. THE SHELLING HAS STOPPED - BUT NO-ONE CAN MOVE WITHOUT DRAWING THE ATTENTION OF SNIPERS. AMETHYST HAS RECEIVED OVER 50 DIRECT HITS.



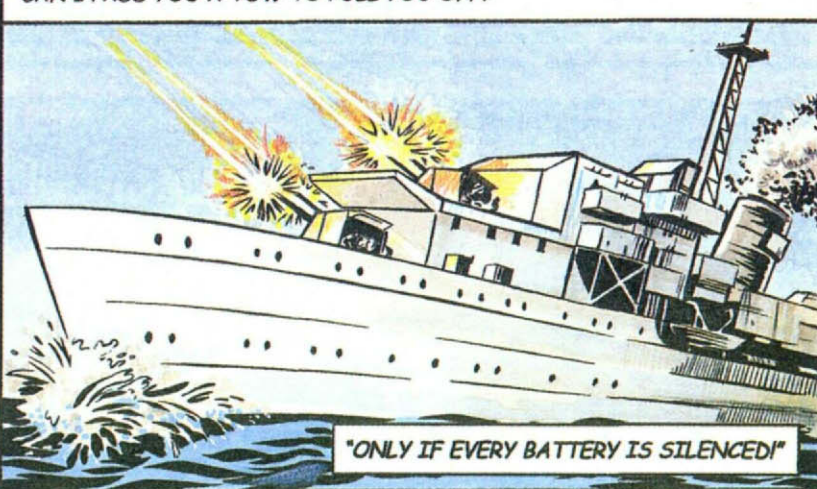
HOLES DANGEROUSLY NEAR THE WATERLINE ARE PLUGGED WITH HAMMOCKS, BEDDING AND TIMBER FROM MESS TABLES AND CHAIRS.

1430 HMS CONSORT IS SIGHTED, HURRYING DOWN FROM NANKING AT AN INCREDIBLE 29 KNOTS! SHE IS FLYING 7 WHITE ENSIGNS AND 3 UNION JACKS.



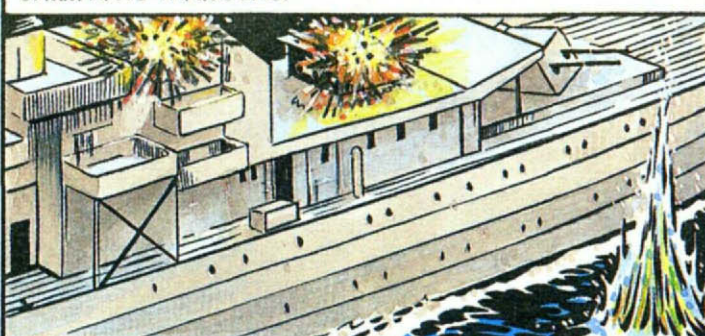
"WATCH OUT - YOU'RE IN DANGER!"

CONSORT COMES UNDER FIRE - BUT HER 4.5 INCH GUNS KNOCK OUT THE ENEMY ARTILLERY.



"ONLY IF EVERY BATTERY IS SILENCED!"

CONSORT TURNS ABOUT WITH ALL GUNS BLAZING AT THE NORTH BANK. DESTROYING ANY ENEMY POSITION SEEN IN ACTION! BUT AS SHE STORMS UP RIVER FOR THE SECOND TIME, SHE IS FIRED ON BY A CONCENTRATED NUMBER OF 37MM ANTI-TANK GUNS.

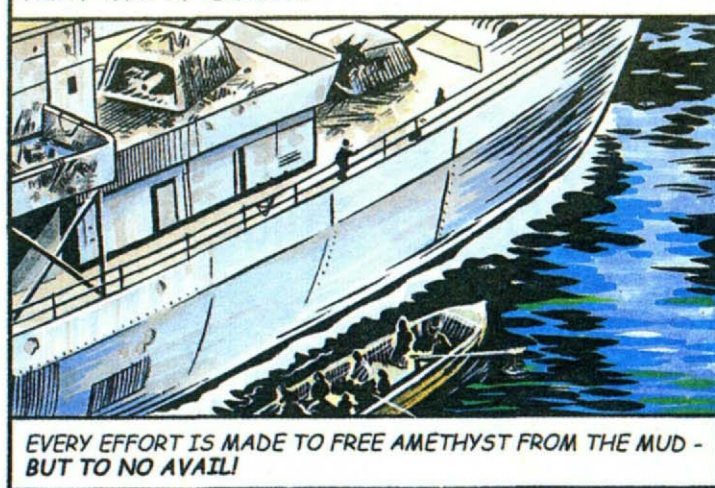


BRIDGE AND WHEEL-HOUSE ARE HIT AND HER C.O. IS WOUNDED. BOTH 'A' AND 'B' GUNS ARE OUT OF ACTION AND SHE TRANSFERS TO EMERGENCY STEERING.

CONSORT COMES ABOUT AGAIN UNDER HEAVY FIRE AND STEAMS AWAY DOWN RIVER. SHE HAS TAKEN 56 HITS AND LOST 9 KILLED AND 30 WOUNDED.



1915 THE WHALER RETURNS TO AMETHYST WITH THE TEN RATINGS WHO HAD SWUM ASHORE WITH THE MAIN PARTY THAT AFTERNOON.



EVERY EFFORT IS MADE TO FREE AMETHYST FROM THE MUD - BUT TO NO AVAIL!

3/7

To be continued.

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NW/1/99

DESIGN 2000

Navy News Millennium Competition Winners

Remember the Navy News Millennium Calendar Competition?

A big "Thank You" to the many, many readers who sent in their designs. It has been a very difficult task choosing the winners as all of the entries were superb.

We were impressed by the skill, and attention to detail, shown by the older age group, and amazed and delighted at the imagination of the very young readers... Well done to you all!!

The twelve winning designs of a Futuristic Navy will appear alongside the present day Fleet, in the prestigious Navy News Millennium Calendar.

Supplies anticipated from September 1999 Price £6.
We are expecting a huge demand and orders will be taken from August.

The Business Manager, Navy News, HMS Nelson, Portsmouth, PO1 3HH.

Winners of the Navy News Millennium Calendar Competition

Overall Winner, 12-18 age group... James Beedle of Hampshire. Overall Winner, 6-12 age group... Michael Roberts of Powys. ... Jenny Leggot of Surrey. Bryan Bowdell of Lancs. Chris Braid of Fife. Jade Fraser of Cleveland. Cheryl Marr of Peterhead. James Duncan of Peterhead. Tom Wilson of Hants. Nicholas Gyte of Suffolk. Matthew Vanns of Kent and Richard Bowdell of Lancs.

We regret we cannot show all the winning designs within this advertisement, but look out for them in future issues of the Navy News and in the Calendar. They are not to be missed!



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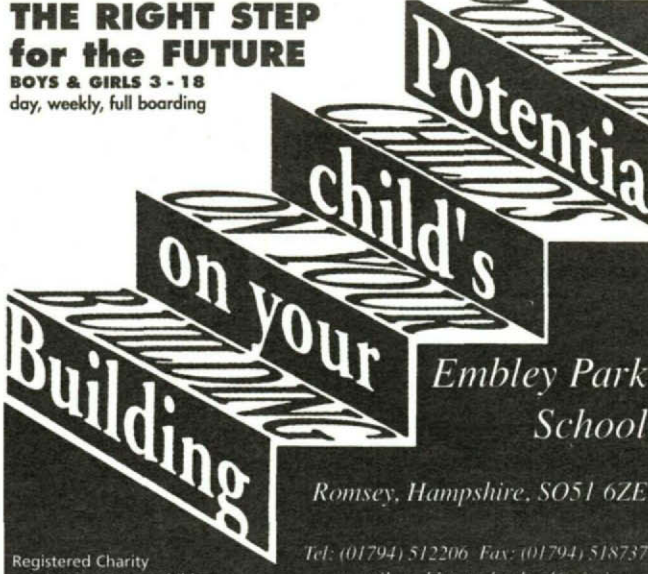
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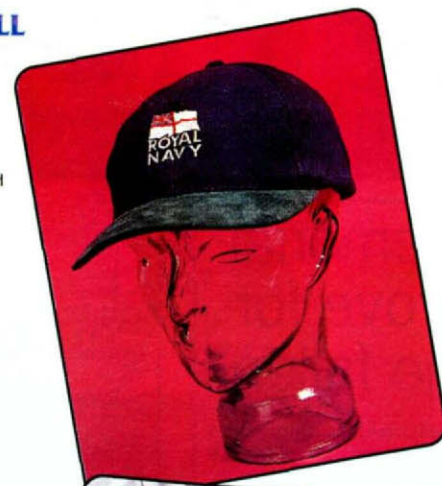
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Amethyst was victim of civil war in China as she steamed up the Yangtse River



Memorial grove for the fallen

A MEMORIAL to those who died during the Yangtse Incident was unveiled in the autumn at the National Memorial Arboretum.

The Yangtse Incident Grove consists of four ginkgo trees, representing the four ships, in a gravelled circle marked out by 46 euphorbia shrubs, one for each of the 46 men who died during the incident.

At the back is a wooden bench, presented by the sons of Lt Cdr Bill Skinner, Commanding Officer of the Amethyst, who was fatally wounded on the bridge of the ship on April 20, 1949.

An engraved metal plate at the site bears a short description of the incident.

The Grove presently stands near the entrance to the Arboretum, but as it develops it will be transplanted to a new site further into the area.



● Battle scarred – HMS Amethyst steams into Hong Kong on August 3 after her flight down the Yangtse River. Inset is detail of damage to a gun turret.

Small ship caught in a big dispute

FIFTY years ago next month the frigate HMS Amethyst became trapped in a dispute which has enshrined her name in Naval folklore.

The Black Swan-class vessel was one of a number of ships tasked with protecting British interests in

China during the civil war between Communist and nationalist forces.

One small ship was stationed up-river in Nanking, periodically relieved from elements of the Far East Fleet in Shanghai, hundreds of miles down the Yangtse River.

On April 19 the destroyer HMS Consort was preparing to leave Nanking, where Amethyst was due

to take up station.

The Yangtse had become a front line between the two Chinese factions, and the Communists had sent an ultimatum that indicated a crossing of the river on April 22.

With Consort's supplies running low, she could not afford to remain for weeks in Nanking during any further developments in the war, so her Commanding Officer was anxious to sail beyond the expected crossing points before the push started.

RN ships sailing the Yangtse had occasionally been the target of gunfire from the river bank, but generally didn't return fire.

So the somewhat garbled signal from Amethyst on the morning of April 20, reporting she was aground and under heavy fire, came as a shock to the Navy.

She had suffered extensive damage, and her Commanding Officer, Lt Cdr Skinner, had been seriously wounded. He died shortly after.

With her bridge hit, the frigate veered into shallows off Rose Island and became grounded.

Why she came under fire is not clear – one theory is that Communists, who were not familiar with warships, thought it was a Nationalist vessel breaking the truce, though accounts from local commanders suggest it was an attempt to clear the British ship from the site of a river-crossing.

Consort sailed early from Nanking, sailing through the narrow Nanking Cut-off at 20 knots and then increasing to 28 knots in the wider main channel.

She flew downriver with seven White Ensigns hoisted and two Union Jacks showing on her side so as to make her nationality clear.

At 1345 she sighted Amethyst and approached with a view to towing the frigate when she herself came under fire from the Communist shore batteries.

After some initial success, damage started to become heavy and Consort, with eight dead and more than 30 wounded, continued down river to Kiangyin, where she was joined by the cruiser HMS London and HMS Black Swan from Shanghai.

Both attempted to reach Amethyst, which managed to refloat herself and anchor further upstream, but were beaten back by gunfire from shore batteries – 17 sailors died in HMS London, and more than 30 were wounded, and the Navy was forced back downriver.

At that point the Yangtse Incident became a stalemate.

With only 86 of her original 192 still on board – many had died, many more were evacuated – and

Frigates served far and wide

THE Black Swan class, in its original and modified form, proved a useful addition to the Fleet during and after World War II.

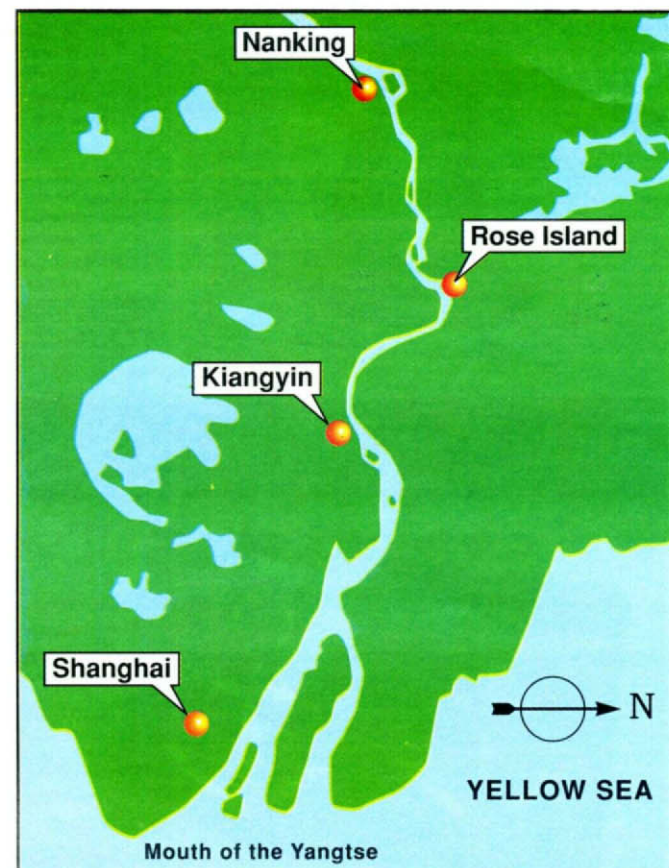
Designed on the basis of a 1937 requirement for ocean-going escorts with good anti-aircraft and anti-submarine qualities, the vessel was a development of earlier sloops.

The result was a relatively small ship of around 1,300 tons with a heavy armament of six twin-mounted 4in AA guns, a quadruple pom-pom mounting and a number of 20mm single guns.

A total of 37 Black Swan ships were completed. With six going to the Indian Navy and six being lost in the war, 25 saw service in the late 1940s and early 1950s.

The stabilisers fitted to the modified ships made them good gun platforms, and consequently many served in the British Pacific Fleet; by VJ-Day there were 17 of the class in the Far East, and it was in these waters that the names of HM ships Amethyst and Black Swan came to prominence.

Amethyst was scrapped in 1957, and the last of the class, HMS Crane, followed her in 1965.



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The story continues...

In May's Navy News:

Life on board HMS Amethyst as a skeleton crew spent weeks maintaining and repairing the ship during protracted negotiations with the Communists.

In July's Navy News:

How the ship escaped from her river anchorage and fled to freedom down the Yangtse River.

The Yangtse Incident in pictures – see page 25

Don't try this at home, Davina!

DAVINA McCall, presenter of the Saturday night TV challenge show 'Don't Try This at Home' was swept off her feet by these Royal Marines after their Red-Nose abseil. The team, from the Commando Training Centre, Lympstone, launched themselves from the roof of Sainsbury's HQ in London in aid of Comic Relief. They are (l-r) Sgt Tom Patterson, Cpls Bill Billingsley and George Singer, Sgt Steve Bates and Cpl Frankie Francis. Picture: CPO(PHOT) Wayne



Re-vamped museum to be opened by Queen

THE NATIONAL Maritime Museum's £20 million development at Greenwich will be opened by the Queen on May 11.

She will be accompanied by the Duke of Edinburgh, a Trustee of the museum.

Final transformation of the museum is now under way, helped by an £11.8 million Heritage Lottery grant. It includes 16 new galleries, interactive video and sound displays.

Go-ahead for war exhibits in North

GOVERNMENT go-ahead has been given for a northern branch of the Imperial War Museum to be built in Manchester.

The 28.5 million structure, a radical design by architect Daniel Libeskind, will occupy a site overlooking the former Manchester Docks at Trafford Wharf. It is due to be completed in 2001.

Cost will be met by Peel Holdings (£12.5 million), EC money and £2.5 million each from English Partnerships, Trafford Council and the Museum itself.

Special tours of Victory

FOR THE first time the public are being offered tours of HMS Victory which are reaching the parts that other tours do not.

The special tours of Nelson's flagship at Portsmouth will continue until March 26. They are 30 minutes longer than normal, they start at 2.45 each day, and cost £2 more than the standard tour.

Appraisal reports – via computer

A COMPUTERISED, common appraisal report is planned for next year for officers up to Commodore and equivalent.

The new system is the result of a study by the Officers' Joint Appraisal Team formed last June, and reflects the trend for more offi-

cers to be employed in joint units, HQs and training establishments. Its greater standardisation will mean fairer treatment for all and will ease the burden on commanders and line managers in those environments.

Primary means of completing the report will be by computer, for which a user-friendly IT package is being developed. The signed, paper copy of the report will remain the master, but will be accompanied by an electronic version.

The change, due to be introduced in the summer of 2000, draws together the best aspects of each Service's reports while looking more widely at systems used by other nations' armed forces and civilian employees.

Open reporting, career and training development, equal opportunities and data protection have also been embraced. Increased importance will be placed on an accurate job description, objectives and secondary duties.

A strong focus on potential and an increased emphasis on recommendations are designed to result in a more effective use of talents.

Trials of the new system will be conducted this year, and Service Chiefs have directed that it should not be introduced generally until computer packages are in place and effective.

Training will be given through joint and single-Service roadshows and a course for civilian managers of Service personnel.

More detailed guidance will be given over the next 12 months. Meanwhile, reports presented to Naval selection boards next year will be on the current S206 form.

'Seaman' branch title sunk

THE TITLES of Seaman officer and Seaman Branch have finally been laid to rest by the Navy.

The Naval Secretary's department has made it clear in a Defence Council Instruction (DCI) that the titles were made redundant as a result of the Navy Board direction of six years ago that there should be four officer branches – Warfare, Engineering, Supply and the Royal Marines.

The Board also directed that the Seaman designator X should be the designation for the Warfare Branch. But the changes were not widely promulgated and the term Seaman officer has remained, erroneously, in common usage.

DCI 19/99 points out: "In order to standardise nomenclature, avoid confusion and ensure consistency, particularly in recruiting and training literature, all officers of the X Branch are to be referred to as Warfare Officers. The terms Seaman Branch, Seaman Officer and Executive Branch should not be used."

Paul's telecomms success

A FORMER Royal Navy officer, Paul Harper, who re-trained in telecommunications, has been appointed sales manager with a large communications company working in the financial sector in the City of London.

Paul, who says he was unsuccessful at first in finding ways to use his skills outside the Navy, decided he needed re-training, and consulted a company called Sym-Plan.

After that, it was clear that he should embark on a career in telecommunications, which led to his current, £40,000-a-year job.

Cornwall a hit in Hamburg

OVER 1,200 Germans queued in bitterly cold weather to visit the Type 22 frigate HMS Cornwall on a five-day visit to Hamburg.

The city's warm hospitality included a Senate breakfast in the Town Hall for 40 members of the ship's company, and a visit to the Holsten brewery. The stopover gave the ship's rugby XV a chance to play against – and narrowly lose to – a team from 32 Armoured Engineer Regiment.

Before her visit to Germany, Cornwall was kept busy on training and exercise deployments, including participation in an anti-submarine exercise involving units from Spain, France, USA, Canada and the Netherlands. Flying his

pennant in Cornwall was her former Commanding Officer, and current Deputy Commander UK Task Group, Commodore Anthony Dymock.

After a period in Devonport, the frigate will berth in Falmouth this month for a visit to her affiliated county. Accompanied by a Royal Marines band, her ship's company will exercise their Freedom of the County by marching through Truro.

A civic reception and cathedral service will also be held. In June Cornwall begins a docking period at Devonport three years after emerging from her first refit and after having sailed 92,000 miles and visited 41 ports.

Now it's easier for ratings to be officers

IN A SERIES of sweeping changes, the Navy has widened its net and simplified regulations to enable suitable ratings to become officer candidates at any point in their career – from the day of joining to near retirement.

The upper age limit for officer selection is being raised from 34 to 46. That makes it possible for ratings to transfer to commissioned rank at any time during their careers as long as they have time left in the Service to do at least one job as an officer.

The change comes in on April 1, but was taken into account in the most recent sitting of the Officer Extraction Board – which for the first time selected four warrant officers and two CPOs on second open engagements.

Papers for officer selection among junior rates may be raised as soon as commanding officers identify someone who has potential for commissioned rank. That may be done as early as new entry training.

There will now no longer be a minimum period between the raising of papers and attendance at an Admiralty Interview Board.

In a further move to ease entry, the requirement for an officer candidate under the age of 26 to have passed at least two A-level subjects has been dropped. The minimum educational qualifications are now five GCSE passes at Grade C or better – and for older candidates, only four GCSEs.

Educational drafts will be available for those who, despite having the formal qualifications, narrowly fail the 'effective intelligence' tests at the Admiralty Interview Board.

The changes are being seen as capitalising fully on the huge skill base that exists within the Service.



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Options to new Canberra branch

A CLAIM that the RNA's National Council has flouted its own constitution by disallowing a small group of members in Australia to form a new branch has been strenuously denied by the Association.

The claim was made by one of the group, Shipmate Peter Burrows, after the National Council rejected their appeal against the decision that they should not be allowed to form a second Canberra branch.

In accordance with the rules, neighbouring branches had been informed of the proposal and one of them objected on various grounds - mainly that it would bring branches into competition with each other in the same area.

In a letter to the Association Shipmate Burrows said the idea of forming the new branch "was to look after those who could not attend other branches due to distance, inability to travel, late evenings, age and because of medical problems."

However, a spokesman for the RNA said it was difficult to understand why those aims could not be achieved through an accommodation within the existing branch. He said the National Council had fulfilled the rules in inviting objections from neighbouring branches, and in taking its decision.

He added: "The National Council had in mind the valid objection of an existing branch, the Council's unanimous wish not to have two branches competing against each other in the same area and the need to preserve the unity and comradeship of the Association."

There was also unanimous approval by the Council for a decision not to allow another branch to be formed within 75 miles of Canberra.



Oz's 13th

THE NUMBER of Australian branches was set to rise to a new high of 13 as Navy News went to press.

Approval has been given for The Mid-North Coast branch to be formed in New South Wales.

Around the Branches

York

The branch has reached its target of over 100 members. To celebrate, Shipmate Geoff Miskelly, secretary, and Shipmate Derek Eggleton, entertainment officer, staged a gala sops opera attended by 200 members and guests, many of whom starred in the show.

Crewe

Members of the branch and of No. 10 Area committee were guests at a reception given by the Mayor of Crewe and Nantwich, Cllr Ray Stafford. During the evening the Mayor offered his chain of office and chair to branch president, Cdr H. R. Curry RNR (ret'd), for ten minutes.

Ipswich

On a visit to Corfu with his wife, Shipmate Derek Butler placed flowers on the memorial to those lost in the Corfu Channel incident in 1946, when the destroyers HM ships Volage and Saumarez were damaged by Albanian mines.

They met the elderly Greek caretaker of the cemetery who insisted on obtaining a vase for the flowers and arranging them while

Aussie Jutland veteran is 100

ONE OF Australia's oldest RNA members, Shipmate Harold Stiff, has celebrated his 100th birthday.

Harold, pictured with his wife during Melbourne Victoria branch's Trafalgar Day parade, served as a telegraphist in 1914-20.

He was at the Battle of Jutland in HMS Obdurate, a member of the 13th Destroyer Flotilla. At one stage she was in action on the engaged side of the British battlecruisers, and although hit by two 4.1in. shells, escaped serious damage.

The previous year he had served in the battleship HMS Africa, and after Jutland saw service in the cruiser HMS Blake, the minelayer HMS

Apollo, and the depot ship HMS Hecla.

Now the oldest member of Melbourne Victoria branch, Harold emigrated to Australia after the war by working his way as a steward. At first he worked in the cotton fields and then got a communications job with the Royal Flying Doctor Service, doubling as a radio operator for the Civil Aviation Department in the Northern Territory.

Later he worked on the Adelaide-Darwin telegraph, eventually becoming supervisor at Adelaide for the whole 5,000-mile line.



● Capt Richard Tiddy as Captain of HMS Pembroke.

Ex-General Secretary dies at 79

CAPT Richard Tiddy, the man who is credited with having saved the RNA from financial disaster in the 1970s, has died aged 79.

Capt Tiddy was General Secretary of the Association in 1974-80 and was responsible for negotiating the move of RNA headquarters from a large, expensive site to the present building in Chelsea Manor Street.

One of his last jobs in the Navy was as Commanding Officer of the former Supply School at HMS Pembroke, Chatham, an appointment he took up in 1969.

■ Death Notices - page 36.

In Brief

LIFE membership has been awarded to Paddock Wood members Shipmates R. Whitcher, formerly of HMS Manchester, and A. Fry, ex-RM and branch secretary.

MEMBERS of Cwmbran branch held their annual remembrance service at the Missions to Seamen at Newport Docks, where they were joined by shipmates of Newport and the standards of ten ex-Service associations.

NEW bedcovers were presented to a local residential home by Colchester branch in thanks for the kindness shown to a fellow shipmate.

TO MARK its 50th anniversary, Lossiemouth branch is holding a weekend celebration on April 16-18. For details contact Shipmate I. R. Main, Old Comrades Club RNA, 26 Commerce Street, Lossiemouth IV31 6QD (01343 815580). Former members of HMS Fulmar and 'Lossie Loons' are welcome.

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● Sporting a red rose, debonair Shipmate George Haines, the oldest member of Nuneaton branch, cuts his 90th birthday cake with some of the 75 fellow members who gathered to celebrate the event.

Picture: Heartland Evening News

Naval Quirks

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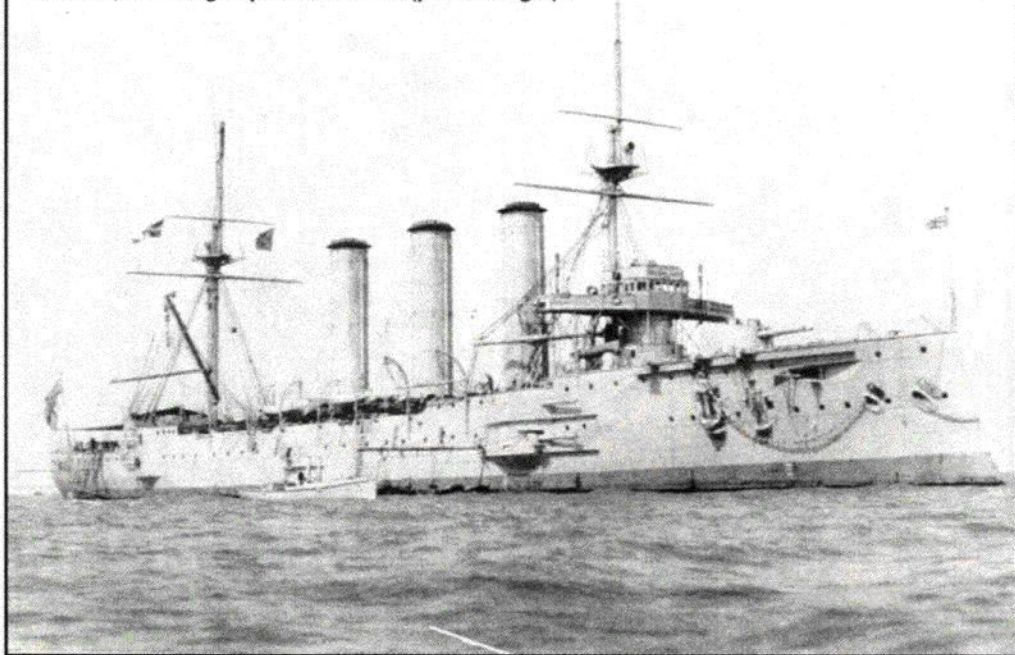




CAPE CORONEL HERO MISSING FROM TOWN'S WAR MEMORIAL

'CARVE HIS NAME WITH PRIDE' CALL TO WORTHING

● The old cruiser HMS Monmouth, lost with all her 700 men, including Capt Frank Brandt (pictured right).



WORTHING branch of the RNA is supporting a move to have a local war hero's name added to the town's memorial – 85 years after he was killed in action.

The name of Capt Frank Brandt RN is almost certain now to be added to those of other Worthing men who died in World War I. Its absence on the memorial was spotted by Brighton Evening Argus reporter Paul Holden after he read about the battle in which the captain was killed.

Brandt was Commanding Officer of the cruiser HMS Monmouth, lost with all hands in the unequal fight put up by Rear Admiral Cradock's squadron against the more modern ships of German Admiral Graf von Spee.

The battle, fought off Cape Coronel, Chile on November 1, 1914, also resulted in the destruction with all hands of Cradock's flagship, HMS Good Hope.

Although Monmouth was pounded into helplessness by von Spee's cruisers, she did not strike her colours in surrender and was sent to the bottom in a hail of shells.

Von Spee and most of his squadron perished just over a month later when British battle-cruisers took their revenge at the Battle of the Falkland Islands.

While Capt Brandt's name appears on a roll of honour, now at

Worthing Museum, it is not engraved on the town's war memorial erected after the 1918 armistice.

Wendy Knight, spokeswoman for the borough council, said it was not known why Capt Brandt's name was overlooked, but it could have had something to do with the fact that families who wanted their relatives names on the memorial had had to fill in a form.

She said: "We have now contacted the Ministry of Defence to obtain written confirmation of Capt Brandt's death in World War I, and as soon as we get that we will be able to add his name to the memorial."

Pauline rides high as a 'Local Hero'

WELFARE officer of Kingston upon Thames branch, Shipmate Pauline Smith, has been hailed as a 'Local Hero' by the town.

As such she was feted along with the borough's other Local Heroes, which involved a ride in an open-top bus in London's New Year Parade.

She spent New Year's Day with the Lord Mayor of London, and at a reception given by the Deputy Lord Lieutenant of Greater London, was presented with a silver salver by the Mayor of Kingston, Cllr David Cunningham.

It was all in recognition of Pauline's work as the branch's welfare officer in visiting the sick and giving support to the bereaved. She was nominated for the Local Hero title by her shipmates and by her fellow residents on the estate where she lives and works as their representative while also looking after her husband, Les.

Pauline, a grandmother of 76, is a former Wren who worked in a secretarial role with the Fleet Air Arm during the war.

Commenting on what she considers an undeserved award, Pauline said:

"There are so many people out there who look after others or do voluntary work for charity.

"You do not do this sort of work unless you feel like putting something back. I'm not doing it to look like a goody-goody two-shoes – I get a lot of enjoyment from it."

Kingston's Shipmates of the Year have been named as Ted Sherwood and Les Smith – and a life membership award has been made to standard bearer Shipmate Dave Ralph. He was presented with his certificate by the branch president, Commodore Peter Parker, at the annual dinner dance attended by 100 shipmates and guests.

PICTURE PUZZLE

WINNER of our January puzzle prize was Mr R. J. Howard of Bursledon, Southampton.

His reply, picked at random, correctly identified the vessel as HMS Tiger Bay. He also correctly gave the reason for her name as the fact that, captured from Argentina during the

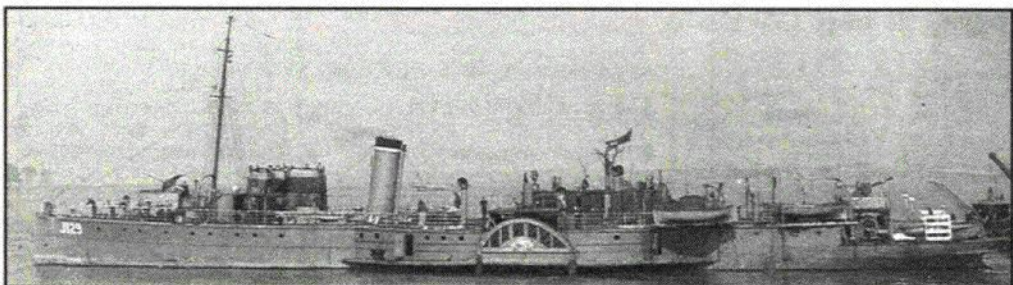
Falklands War, she was temporarily manned by members of HMS Cardiff's ship's company. Mr Howard receives our prize of £30.

Another £30 prize is offered for a correct answer to this month's mystery: Name the ship and why may she have had a sense of history repeating itself?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is April 15. More than one entry can be submitted, but photocopies cannot be accepted.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our May edition. The competition is not open to Navy News employees or their families.



MYSTERY PICTURE 49

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My answer

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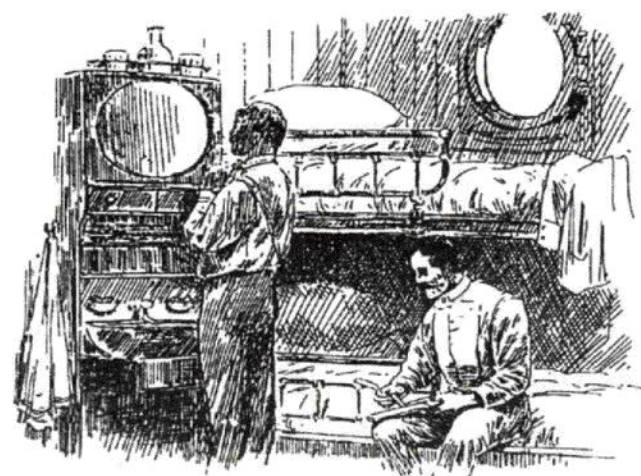
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Points

THE FOLLOWING shows the total points of ratings at the top of each advancement roster for petty officer and leading rate in February after issue of B13s.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in 'basic date' order. Dates shown against 'Int' rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in February.

CCMEAML - Int (3.4.98), Nil; **CCMEAE** - Int (3.4.98), Nil; **CCMEALSM** - Int (10.9.98), Nil; **CCMEALSM** - Dry, 2; **CCWEAAD** - Int (11.12.98), Nil; **CCWEAWDO** - Int (11.12.98), Nil; **CCWEAADCSM** - Dry, Nil; **CCWEAWDOSM** - Dry, Nil; **CCWEASWSNAVSM** - Dry, Nil; **CCWEASWSWTECSM** - Dry, Nil; **CCAEAM** - 148 (1.9.97), Nil; **CCAEAR** - Dry, Nil; **CCAEAWL** - 299 (1.1.96), 1;

PO(EW)(O) - 365 (11.10.94), 1; **LS(EW)** - Int (18.11.97), 1; **PO(M)** - 219 (16.1.96), 3; **LS(M)** - 207 (14.11.95), 2; **PO(R)** - 456 (15.2.94), 2; **LS(R)** - Int (14.1.97), Nil; **PO(S)** - 162 (14.5.96), 1; **LS(S)** - 231 (14.11.95), Nil; **PO(D)** - 487 (14.9.93), 1; **LS(D)** - 728 (9.6.92), 1; **PO(MW)(O)** - Int (9.6.98), 1; **LS(MW)** - Int (11.3.97), Nil; **PO(SR)** - 496 (14.6.94), Nil; **LS(SR)** - 91 (15.10.96), Nil; **PO(SEA)** - 694 (11.5.93), 1;

POCY - Dry, Nil; **POCO** - 614 (8.6.93), Nil; **LRO** - Dry, 2; **POPT** - 583 (12.10.93), Nil; **RPO** - 783 (7.7.92), 2; **POMEM(L)(GS)** - Int (16.11.98), 1; **LMEM(L)(GS)** - Int (2.5.98), 2; **POMEM(M)(GS)** - 325 (25.4.95), Nil; **LMEM(M)(GS)** - 235 (30.8.95), 6; **POWEM(O)** - 339 (1.11.94), Nil; **LWEM(O)** - 285 (29.3.95), Nil; **POWEM(R)(GS)** - 275 (5.7.94), 4; **LWEM(R)(GS)** - 425 (22.8.94), Nil; **POCA(GS)** - 611 (17.6.93), 1; **LCH(GS)** - 578 (8.10.93), 3; **POSTD(GS)** - 897 (29.5.91), 1; **LSTD(GS)** - 452 (16.6.94), 1; **POSA(GS)** - 513 (6.3.94), 1; **LSA(GS)** - 144 (19.7.96), 1; **POWTR(GS)** - 593 (20.6.93), 2; **LWTR(GS)** - 532 (29.10.93), 2; **POMA** - Int (11.3.97), 2; **LMA** - 123 (9.7.96), 4; **PO(S)(SM)(O)** - 782 (3.3.92), 1; **LS(S)(SM)** - 688 (29.9.92), 1; **PO(TS)(SM)** - 563 (31.8.93), 1; **LS(TS)(SM)** - 582 (10.6.93), 1; **PO(SM)** - 348 (11.10.94), 1; **LRO(SM)** - 95 (15.10.96), 1;

POMEM(L)(SM) - Int (16.4.98), Nil; **LMEM(L)(SM)** - Int (27.2.97), 1; **POMEM(M)(SM)** - Dry, Nil; **LMEM(M)(SM)** - Dry, 2; **POWEM(R)(SM)** - 679 (3.11.92), Nil; **LWEM(R)(SM)** - 992 (3.7.90), Nil; **POSA(SM)** - Dry, 1; **LSA(SM)** - Int (16.10.97), Nil; **POWTR(SM)** - Int (8.11.98), Nil; **LWTR(SM)** - 327 (5.4.95), Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 735 (3.11.91), 1; **POSTD(SM)** - 815 (11.3.91), Nil; **LSTD(SM)** - 863 (19.2.91), Nil; **POA(AH)** - 889 (24.7.91), 2; **LA(AH)** - 477 (19.10.93), Nil; **POA(METOC)** - Dry, 1; **LA(METOC)** - Int (2.10.97), 1; **POA(PHOT)** - 1065 (5.6.90), 1; **POA(SE)** - 853 (30.9.91), 2; **LA(SE)** - Int (3.10.96), 2; **POACMN** - 555 (10.6.93), Nil; **POAC** - Int (26.11.98), Nil; **POAEM(M)** - Int (19.3.98), 3; **LAEM(M)** - 474 (15.9.93), 4; **POAEM(R)** - Int (19.3.98), 1; **LAEM(R)** - 627 (30.7.92), 2; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 490 (24.6.93), 4;

POW(R) - 446 (17.5.94), Nil; **POW(RS)** - 722 (13.10.92), Nil; **LWRO** - Dry, Nil; **POWPT** - Dry, Nil; **POW** - 740 (10.3.92), Nil; **POWCA** - Dry, Nil; **LWCH** - Dry, Nil;

POWSTD - 1099 (16.7.90), Nil; **LWSTD** - 673 (18.2.93), Nil; **POWSA** - 310 (1.8.95), Nil; **LWSA** - Dry, Nil; **POWTR** - 570 (20.9.93), Nil; **LWTR** - 467 (24.3.94), Nil; **POMA(O)** - Dry, Nil; **LMA(O)** - Dry, Nil; **PO(AWW)** - Int (17.12.96), Nil; **LMA(AWW)** - Int (9.6.98), 7; **PO(AWT)** - Int (2.10.97), Nil; **LMA(AWT)** - Int (14.7.98), Nil; **PO(UW)** - Int (21.2.98), Nil; **LMA(UW)** - Int (17.2.98), Nil; **PO(EW)** - Int (24.7.97), Nil; **LMA(EW)** - Int (25.3.98), Nil; **PO(MW)** - Int (15.7.97), Nil; **LMA(MW)** - Int (5.5.98), Nil; **PO(C)** - Int (17.8.98), Nil; **LMA(C)** - Int (13.12.97), Nil; **PO(SSM)** - Int (18.2.98), Nil;

POWHDY - Int (17.11.97), Nil; **POWDSA** - Int (30.1.97), Nil; **LWDSA** - Int (10.12.96), Nil; **POEN(G)** - Dry, Nil; **LEN(G)** - Dry, Nil; **PONN** - 157 (14.5.96), 1; **POMA(O)** - Dry, Nil; **LMA(O)** - Dry, Nil; **PO(AWW)** - Int (17.12.96), Nil; **LMA(AWW)** - Int (9.6.98), 7; **PO(AWT)** - Int (2.10.97), Nil; **LMA(AWT)** - Int (14.7.98), Nil; **PO(UW)** - Int (21.2.98), Nil; **LMA(UW)** - Int (17.2.98), Nil; **PO(EW)** - Int (24.7.97), Nil; **LMA(EW)** - Int (25.3.98), Nil; **PO(MW)** - Int (15.7.97), Nil; **LMA(MW)** - Int (5.5.98), Nil; **PO(C)** - Int (17.8.98), Nil; **LMA(C)** - Int (13.12.97), Nil; **PO(SSM)** - Int (18.2.98), Nil;

Deaths

Admiral of the Fleet Lord Lewin KG, GCB, LVO, DSC, Chief of Defence Staff 1979-82. Served 1939-82. Ships: Valiant (Mediterranean), HMS Ashanti (Gunnery Officer, Arctic convoys, Op Pedestal, D-Day campaign), Corunna (CO), Britannia (CO), Uchire & Tenby (Capt F, Dartmouth Training Sqn), Hermes (CO, withdrawal from Aden 1967-68), Assistant Chief of Naval Staff (Policy) 1968-69, Second-in-Command Far East Fleet 1969-70, Vice Chief of Naval Staff 1971-73, C-in-C Fleet 1973-75, C-in-C Naval Home Command 1975-77, First Sea Lord 1977-79. Represented RN at athletics and rugby. Trustee and, from 1987, chairman of National Maritime Museum; president of Shipwrecked Fishermen and Mariners' Benevolent Society; president of George Cross Island Association; council member of White Ensign Association (chairman 1983-87), Elder of Trinity House; president of British Schools Exploring Society; president of Society for Nautical Research. Member of Association of RN Officers. Jan. 23, aged 78.

Rear Admiral Sir Leslie Townsend KCVO, CBE, Defence Services Secretary 1979-82. Served 1942-82, joining as signalman rating, commissioned 1943. Ships: Durban (Gulf, Indian Ocean 1942-43), Spurning, Astraea, Liverpool, Duke of York, Ceres, Ceylon. Secretary to Assistant Chief of Naval Staff 1959, to Vice Chief of Naval Staff 1967, to First Sea Lord 1970, MA to Chief of Defence Staff 1971-73, to Chairman NATO Military Committee 1974, Director Naval and WRNS Officers' Appointments 1977. Member of Lord Chancellor's Panel of

Independent Inspectors 1982-94, lay representative on Lord Chancellor's Armed Forces Pensions Appeal Tribunal from 1985. Member of Association of RN Officers. Jan. 13, aged 74.

Rear Admiral Roy Foster-Brown CB, Flag Officer Gibraltar 1956-59. Served 1917-59. Ships: Diomedes, submarines 1924-28, Galatea (Flag Lt to Rear Admiral Destroyers, Mediterranean - Admiral Somerville), Home Fleet Signal Officer (Norway), Staff Signal Officer to C-in-C Western Approaches 1940-44, Ajax (Med. 1946), Capt 6th Frigate Sqn 1951-52 (successful search for lost HM submarine Affray), Director Signal Div. Admiralty 1952-53, escorted Queen and Duke of Edinburgh on Commonwealth tour in ss Gothic, HMS Ceylon (CO), Narrated Sea War series for Southern TV (1960), and on panel of BBC TV's *What's My Line?* for short period. Honorary Commandant Girls Nautical Training Corps. Member of Association of RN Officers. Jan. 8, aged 94.

Capt Martin Evans CBE, Legionnaire of the US Legion of Merit, Officer of the Legion d'honneur, Croix de Guerre Battle of Atlantic escort commander. Served 1921-55. Ships: Hawkins, Courageous, Triad, Stuart, Douglas, Montrose, Grenville, Renown (Norway, Mers-el-Kebir, Genoa), St Angelo (Malta), Keppel and Commander Escort Group B3 (Battle of Atlantic 1943-44, decisive defence of convoys ONS 18 and ON 202). Naval Liaison Officer 18 Grp Coastal Command RAF, Training Captain HMS Philante, HMS Royal Albert (staff of Flag Officer Germany, Hamburg), HMS Terror

(CO), HMS Agincourt (CO and Capt D 4th Flotilla, Aged 94.

Lt Cdr Horace Taylor MBE, GC, wartime mine disposal expert. One of first winners of George Cross (for mine disposal in 1940). Based at HMS Vernon, Portsmouth. Injured but survived when a mine exploded as he was defusing it, throwing him four streets away. He nevertheless continued in mine disposal. Post-war travelling commissioner for Sea Scouts, Scout Association Field Commissioner for South-West England 1952-74. Aged 90.

Lt Robert Billington, DSC and Bar, RNVR, commanded Landing Craft Obstruction Clearance Unit No. 1, Juno Beach, D-Day and Operation Dragoon (South of France, Aug. 1944). Earlier in war served at HMS Eagle and in HMS Victrola (Norway). Aged 81.

Lt Cdr William Kelly DSC, WWII ships: m Widgeon, King Alfred, HMML 262, HMML 252 (CO), HMML 445 (CO), HMML 901 (CO and Senior Officer 33rd ML Flotilla, D-Day), NP 1761 in mv Hela (CO). CO HMS Spey (1945-46).

Richard Thomas (Dick) Brown DSM, ex-CPO. Awarded DSM for 'courage, coolness and devotion to duty' as gunner in HMS Barham during Battle of Matapan. Survived sinking of Barham. Served 1921-46. Other ships: *Ganges*, *Lupin*, *Thunderer*, *Effingham* (D-Day), *Excellent*, *Vernon*, *Dolphin*. Served in East Indies and Pacific Fleets in salvage and wreck dispersal. Admiralty Marine Salvage officer 1946-67, serving in Malta, Rosyth, Portsmouth, Singapore. Jan. 4, aged 94.

James Cusick, ex-AB gunner 1914-18. Ships included HMS Valiant (Jutland). Feb. 1, aged 103.

Lt Cdr Frederick James (Bill) Pavey MBE, served 1939-69. Ships: *Hawkins*, *Albion*, *Cleopatra*, *Howe*, *Anson*, *Loch Avie*, *Narvik*, *Collingwood*. Dec. 30, aged 79.

Prof. William Hurchison, served as FAA pilot in WWII. Parasitologist, solved the mystery of transmission of toxoplasma and the nature of the organism. First British scientist to be awarded Robert Koch Medal (1970). Personal Professor in Parasitology at University of Strathclyde. Fellow of Royal Society of Edinburgh. Aged 74.

Dennis van Thal, served in Navy in WWII. Screen actor in 1940s, theatrical agent and co-founder of London Management Agency. Jan. 12, aged 89.

Donald Victor Astle, Asdic operator, served 1957-67. Ships: *Lofoten*, *Eagle*, *Wizard*. Dec. 13, aged 60.

E. J. (Teddy) Garland, ex-AB, served 1942-46. Ships: *Ganges*, *Pembroke*, *Dinosaur*, *Copra*, *War Wing*, *Tartan*, *Northmark*. Later eight years' RMAS service. Dec. 29, aged 73.

John Stewart (Lofty) Kendall, Ships: *Watchman*, *King Alfred*, *Raleigh*. In Nova Scotia. Sept. 11, aged 68.

Tom Mullholland, ex-submariner. Ships included HMS Actaeon 1950-52.

Robert (Jack) Henderson, ex-CPO, member of Wartime Ark Royals Association. Jan.

Ernest Leonard Furness, ex-PO. Ships included *Ganges*, *Mauritius*, *Alert*. Organised HMS Mauritius Association annual reunions. Jan. 17, aged 75.

Tom Warden, ex-SBA HMS Cossack L03 (survivor). Also served in RM. Member of HMS Cossack Association and of 8th Destroyer Flotilla Association. Dec. 2, aged 81.

E. H. Brown, ex-AB HMS Cossack 1947-49. Member of HMS Cossack Association and 8th Destroyer Flotilla Association.

L. J. (Pat) Breewood, ex-shipwright Chatham Div. Ships: *Fisgard*, *Caledonia*, *Vidal*. In Tralee, Eire, aged 66.

Joe Raine, ex-LS, member of Scarborough branch of RN Patrol Service Association. Served in BYMS and MMS vessels. Holder of Burma Star and Minesweeping Medal and silver badge. Jan. 8, aged 85.

Doris (Woody) Woodman, ex-LWren WTR, served in Transport Command, Southampton and New Barracks, Gosport, WWII. Post-war service in Mand Signals Office, HMNB Portsmouth. Jan. 4, aged 78.

Edward (Teddy) Panons, ex-AB/QR3. Ships included HMS Premier. Veteran of N. Atlantic, Norway, Russian convoys, Pacific. Member of Russian Convoys Club. Jan. 28, aged 73.

John (Johnny) Denman, ex-ERM, served 1943-46. Ships: *Pembroke*, *Eland*, *Mayana*, *Ausonia*. Jan. 14, aged 82.

W. H. (Bill) Green, member of Russian Convoys Club. Dec. 11.

Peter Bryan Evans, ex-AB gunner. Ships: *Excellent*, *Osprey*, minesweepers. Jan. 5, aged 62.

ASSOCIATION OF RN OFFICERS

Capt (E) G. A. Cooke, Ships: *Ramillies*, *Rodney*, *Eskimo*, *Euryalus*, *Pembroke*.

Cdr (E) J. P. Cornish, Ships: *Somali*, *Seawolf*, *Woolwich*, *Renown*, *Crispin*, *Saker*, *President*.

ROYAL NAVAL ASSOCIATION

Capt Richard Tiddy RN (retd), RNA General Secretary 1974-80. Supply specialist. Ships: *Phoenix*, *King Alfred*, *President*, *Osiris*, *Newcastle*, *Gambia*, *Centaur*, *Blake*, *Devonshire* (Cadet Training Officer), *Pembroke* (CO). Appointments included Secretary to Controller of Navy, to Deputy Chief of Naval Staff, to Flag Officer Second-in-Command Far East Fleet, to Flag Officer Middle East. Member of Association of RN Officers. Aged 79.

Harry Wallace (Billy) Docwra DSM, Aldeburgh & District. Ex-CPO, joined 1925. Twice Mentioned in Despatches. Ships included *London*, *Ashanti*, *Served on Russian convoys*, *Mediterranean* and *Yangtze*. Represented RN at rifle shooting. Aged 88.

E. Sutcliffe, Tadmor. Aged 78.

Charles Brake, Gravesend. Ex-POSTD. Ships: *Sheffield* (Russian convoys), *Opportunity*, *Superb*, *Solebay*. Pre-war service with MN. Member of HMS Sheffield Association. Aug. 24, aged 82.

A. J. Telling, Ipswich. Ex-Seaman gunner, served 1944-48, mainly in minesweepers in Mediterranean. Ships included *Hascosay*, *Laurana* (special service vessel), *St Day*. Dec. 22, aged 72.

Jack Munford, Wisbech. Ex-RM.

Bob Barnard, Wisbech.

James Dakin, life member and former branch secretary Birkenhead. Ships included HMS Ark Royal.

John (Taffy) Williams, Birkenhead.

Appointments

Rear Admiral B. B. Perowne to be Chief Executive Naval Bases and Supply Agency. March 23.

Rear Admiral J. A. Burch, Director General Aircraft (Navy), also to be Chief Naval Engineer Officer. March 24.

Commodore C. D. Stanford to be promoted Rear Admiral and to be Chief of Staff to the Surgeon General. Jan. 4.

Commodore M. G. Wood to be promoted Rear Admiral and to be Director General Fleet Support (Operations and Plans). March 9.

Commodore R. A. McLean to be CO HMS Invincible. June 1.

Capt A. M. Willmetts to be Commander British Forces Gibraltar in the rank of Commodore. June 16.

Cdr P. W. McDonnell to be CO HMS Victorious (Starboard). Jan. 4.

A/Cdr J. S. Weale to be CO HMS Trafalgar. April 20.

Lt Cdr R. M. Allen to be CO HMS Victorious (Port) in the rank of A/Cdr. June 15.

Lt G. L. Brooks to be CO HMS Gleaner. May. 15.

Promotions to Chief

AUTHORITY was issued by Commodore Naval Drafting in February for the following to be advanced to Acting Charge Chief Artificer/Technician:

To **ACCAEA(L)** - J.G. Maunders (849 Sqn HQ).

To **ACCTT** - D.J. Harrison (DISC).

To **ACCMEA** - A.J. Crispin (Tireless), A.J. Foster (Sovereign).

Authority was issued by Commodore Naval Drafting in February for the following ratings to be promoted to chief petty officer:

OPERATIONS (SEAMAN)

To **CPO(EW)(O)** - R.K. White (Dartmouth BRNC).

To **CPO(M)** - T.G. Owens (Beaver), M.A. Squire (Iron Duke).

To **CPO(R)** - A.T. Turnbull (RFANSU Argus), G.P. Clark (Invincible).

To **CPO(S)** - D.I. Little (Cornwall).

OPERATIONS (COMMUNICATIONS)

To **CPOCY** - M.T. Pottage (MCM2 Sea), P.C. Jones (Drake NBC).

REGULATING

To **MAA** - I.A. Williams (2SL/CNH).

MARINE ENGINEERING

To **CPO(M)(L)** - G.R. Kingston (Campbelltown).

To **CPO(M)(M)** - N.M. Gaskell (NBC Portsmouth), M.A. Ford (Cumberland).

WEAPON ENGINEERING

To **CPOWEM(O)** - S.J. Csordas (Southampton).

To **CPOWEM(R)** - A.N. Smith (Southampton).

SUPPLY AND SECRETARIAT

To **CPOCA** - S. Tully (Drake DLogs).

To **CPOSA** - C.D.E. Barker (Bulldog), K.P. Gould (Saudi AFPS UK).

To **CPOSTD** - I.P. Graham (CINCFLCET).

To **CPOWTR** - C.R. Jennings (Gloucester), P. Kemp (COMATG).

MEDICAL AND DENTAL

To **CPOMA** - A.D. Pinhey (Drake CBS).

FLEET AIR ARM (ENGINEERING)

To **CPOAEM(L)** - I. Davies (Invincible).

To **CPOWAE(M)** - K.Y. Williams (810 Sqn Seahawk).

To **CPOAEM(R)** - M.P. Gray (RNAS)

Culdrose).

To **CPOA(SE)** - P. Corbett (Invincible).

FLEET AIR ARM (NON ENGINEERING)

To **CPOACMN** - M. Lister (RNAS Culdrose).

To **CPOA(METOC)** - P.K. Harrison (CinCfleet).

SUBMARINE SERVICE

To **CPOMEM(L)** - A. Gillon (Renown Port).

To **CPOMEM(M)** - J. Bryson (Neptune NT).

To **CPO(SSM)(O)** - R. Outhwaite (Trenchant).

To **CPO(TSSM)** - R.C. Dainty (Talent).

To **CPO(WSM)** - W.R. Leatham (Vengeance Port), K.C. Steer (CSST RNSSS), G.M. Jones (Drake CFM).

CPO ARTIFICER/TECHNICIAN

Commodore Naval Drafting has been notified of the following advancements to CPO Artificer/Technician which were made by commanding officers:

To **CPOAEA** - S.J. Lewis (849 Sqn HQ), A.J. Pickard (DNAS MASU).

To **CPOMEA** - D.P. Barley (Birmingham), T.J. Carey (Cornwall), A.C. Cook (Victorious Port), S.J. Eldridge (Sultan), A.R. Guthrie (Sultan), S. McNair (Ark Royal), N.J. Pead (HQRN), N.D. Smith (Trafalgar).

To **ACPOMEA** - T.S. Douglas (Excellent).

To **CPOWEA** - P.J. Dunstan (SSA/CWTA Portsmouth), N.J. Ford (Marlborough), G. Higginbottom (London), J.C. Holliday (Victorious Port), D.W. Kidd (Cornwall), D.J. McKane (Argyll), D.B. Seagraves (York), S. Steel (Brave), N.T. Taylor (York), C.T. Todd (Sceptre).

To **ACPOWEA** - A. Howie (Triumph), I.T. Tall (Montrose).

Swop drafts

POMEM(M) S. Kearns (Ad Diesel), HMS Scott, BFPO 381, drafted RM Poole, Sept. Will consider any Devonport area shore draft.

LSA G. Bagnall, HMS Warrior (9360 46171) will swap for any Portsmouth shore job.

WTR A. E. Akerman, HMS Warrior (9360 37669), drafted UPO, HMS Illustrious April 4, will swap for any deploying ship.

LWTR E. Shackelford, NP 1242, BFFI (00500 76313), drafted CTC Lymington, May. Will swap for any Portsmouth shore draft.

WTRT Nellist, HMS Nelson UPO (HMNB Portsmouth ext. 25608), drafted HMS Warrior, May 26. Will swap for any Portsmouth area draft.

Cuore – what the Cooper could have become

NEW CAR prices are coming down together with their emissions, while value for money and fuel economy are rising all the time – and a prime example is the new Daihatsu Cuore, writes Glynn Williams.

It's the lowest-priced Japanese car on the UK market, starting at less than £6,500 on the road, but don't regard it as a "cheapie", for the latest version of this wagon – whose name is Italian for "heart" – really is a little wonder.

For a start it is Britain's most fuel-efficient petrol-engined car, despite the former model's 850cc powerplant being replaced by a more powerful 1-litre unit.

The official combined-cycle economy is 53.3mpg, with an extra-urban figure of 61.4mpg from a sophisticated three-cylinder twin-cam engine with four valves per cylinder, with emissions so clean that if this car doesn't qualify for the new lowest level of road tax nothing will.

It's no mouse. In fact, while the official 0-60mph sprint time is 15.3 secs for the manual version, it is capable of 87mph, which is faster than the 1.3-litre Mini Cooper, although the British car – priced some £3,000 dearer – is 2.5 seconds quicker on the sprint.

The comparison is fair, for they are of similar dimensions, but the Cuore's advantage of several decades more technological advance certainly shows.

The Cuore is what the Mini could have evolved into, retaining the key features of compactness, frugality and fun, with friendly styling and the added versatility of a rear hatchback and useful covered load space.

There are two versions, the three-door Cuore and five-door Cuore+, which is priced at £7,395. The pair are bigger than the previous model with longer wheelbase for better ride and interior space – it's more roomy than a Fiat Seicento.

The plus means more than two extra doors, but the three-door Cuore is still impressively equipped with driver and passenger airbags, seatbelt pre-tensioners, immobiliser, folding rear bench seat, colour-matched bumpers and rear wash-wipe.

The five-door adds power steering, central locking, electric windows and powered door mirrors, 60:40 folding rear seat, audio system and other upgrades.

Automatic transmission, anti-lock brakes with Brake Assist, air conditioning and metallic paint are all options.

In fact the test car had the automatic transmission in place of the five-speed manual, and it truly is impressive – drive it and you won't want that third pedal. The top speed is the same, the 0-60 sprint just a second slower and the combined fuel economy still impressive at 42.8mpg, but the response is there all the time thanks to the engine's impressive torque.

Feeling more like a 1.3, the Cuore with automatic has immedi-

ate response, rather than the old style of "hold your breath and bury your foot in the carpet" overtaking dynamics of some much larger-engined automatics.

And there's more to come, for this year Daihatsu is adding the option of Vehicle Stability Control System, at a price to be announced.

This integrates the functions of ABS, traction control and sideways skid control – controlling engine power and braking on each wheel individually – to help drivers avoid

accidents.

Up until now the cheapest car on the market with stability control has been the new Mercedes A-class, a car that costs more than twice as much.

But even now Cuore is in a class of its own, and with a three-year unlimited mileage warranty and RAC cover, it is ideal for the solo commuter, couples, or the small family.

When you see one, in town or on the motorway, don't be surprised if the driver has a slightly smug smile.

CAR FACTS

MODEL: Daihatsu Cuore (three door)
PRICE ON ROAD: £6,495
ENGINE: 1-litre three-cylinder 12-valve twin cam producing 54bhp
TRANSMISSION: Five-speed manual (three-speed automatic optional)
ECONOMY: (combined cycle) 53.3mpg
PERFORMANCE: 0-60mph – 15.2 secs; top speed – 87mph
INSURANCE: Group 2 or 3 (provisional)
WARRANTY: Three years' unlimited mileage plus RAC cover

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Sport



● Top shot – Brum Bogacki with his trophies.

Top guns are out in force

PERFECT weather helped the Navy's top guns aim for glory in the annual RN Clay Pigeon Shooting Association Navy Skeet Championships, writes POAEA(M) Ian Mitchell.

Blue skies and just the odd gust of wind gave almost ideal conditions – though the gale and torrential rain of the previous day could explain the fact that only 14 guns were present on the day.

The event, at the Mendip Shooting Ground in Somerset, consisted of three rounds of 25 targets, held on the newly-constructed Skeet layout.

Main prize went to Brum Bogacki of the Royal Naval Reserve with a tally of 64 out of 75.

Second was Dave Hallett, and third, with 58 successes, was Fez Parker.

Dee Mitchell made a welcome return to the stand after more than three years without having a shot – proving that clay shooting is like riding a bike; you never forget.

The day's proceedings were helped along by Arthur Hill and Sharon Clarke, owners of the ground, who made the Navy guns welcome and ensured a constant supply of hot coffee and rounds of bacon sandwiches.

The next shoot organised by the RNCPSA will be at the Tipner range in Portsmouth on March 14.

This will be the Inter-Service Establishment shoot for the Eley Hawk Trophy, and will consist of 100 English sporting targets.

The event is open to individual shooters and teams of five.

Further information on the event and the sport can be obtained from POAEA(M) Mitchell at 848 Squadron, HMS Heron ext 6255 or 6266.



● Morris traveller – Cdr Paul Morris with car and trophies.

Good start for Paul

THE EXECUTIVE Officer of HMS Collingwood has won a prestigious award for his driving ability.

At a dinner commemorating the 60th anniversary of the 750 Motor Club, Cdr Paul Morris was awarded the Robin Read Trophy for best newcomer in the 1998 750 Formula Championships.

The championships consist

of 14 races – ten best results counting – and Cdr Morris, who owns his own 750 sports car and is chairman of the RN Motor Sports Association, was eighth in class, 16th overall.

Collingwood's POWEA Chick Berry also contested the championship, and the driver support team of ten was drawn from the Fareham training establishment.

Navy closes gap in ski competition

NAVY skiers put up a good show in a week's racing in the French Alps – but still have some way to go before they match the might of the Army.

The RN team took on rivals from the Royal Air Force, the Army, Australia, Bulgaria, Italy, Slovenia and Switzerland, plus a team from the British Handicapped Skiers Association.

Victories over the RAF were chalked up in the slalom and giant slalom, while the sailors came off second best against the light blues in the super G and downhill.

The Army beat the Navy at everything – but the gap has closed since previous years.

Overall the RN men's team came fourth while the ladies' team went one better and finished third in their competition.

On an individual basis in the British Service Championship, Carole Strong was second lady overall and Jeff Choat finished third in the men's competition.

Carol also took the prestigious Oliver Delaney Trophy for outstanding Achievement, in recognition of the service she has provided to inter-Service skiing over a number of years.

Trish Kohn won the ladies' prize for most improved skier and did particularly well in the blue riband event – the downhill – where, in her first year racing for the Royal Navy she finished a creditable third.

Another performance of note was that of Jamie Black in the men's team.

Another debutant with the RN team, Jamie was third fastest Navy skier in the downhill despite the fact he was racing as number five in the team.

The only sad note was the accident to Lt Mark Vartan (HMS Fearless), who broke his leg during the training weeks and was thus



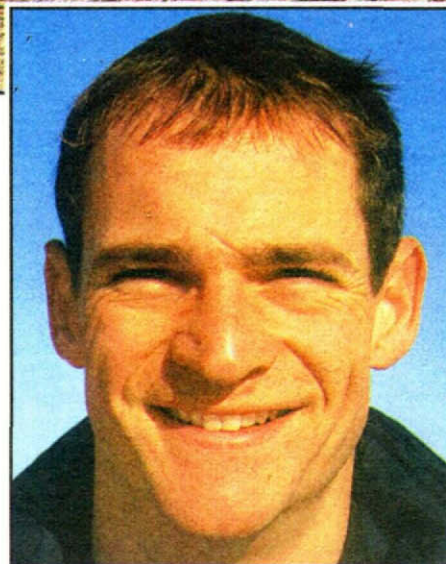
● Cool running – snowboarders compete in a guest event at the RN Winter Sports Championships at Valloire.
Picture: PO(SA) Steve Prior (HMS Nelson)

unable to compete in the inter-Service event. A nasty break of both tibia and fibia required the insertion of a steel plate before he was taken home to Britain.

■ The booming sport of snowboarding featured as a guest event at the RN Alpine Ski Championships at Valloire.

And coaching was available for the first time at the event, from CPO Pete Bone, who also captained a Navy team which was only narrowly defeated by the RAF in a competition at the neighbouring French resort of Les Menuires.

● Missed out – Lt Mark Vartan (right), who broke his leg before he could compete in the inter-Service event.



Two wins from three

THREE Navy men reached the finals of the Combined Services boxing championships – and two picked up titles.

Four Royal Marines originally entered, but Mne Ian Andrews met a tough opponent in the semi-finals of the welterweight division, Cpl Henderson of the RAF winning with a composed display of boxing.

Finals night saw Mne Aaron Walton notch up the first RN success with a cruiser-weight victory over L/Cpl Swindell (Army).

Walton boxed cleverly and well within himself, winning comfortably after the fight went the full distance.

Mne Mick O'Connell was involved in the most contentious bout of the evening when he fought himself into an apparently comfortable lead over SAC Hosking (RAF), the 1998 ABA champion, in the heavyweight

division, only to be stopped in the third round by a cut below his lip – a decision poorly received by the audience at HMS Nelson.

Some recompense was gained when O'Connell was awarded the trophy for most promising boxer of the evening.

The vastly-experienced Mne Kev McCormack put in a steady performance against Kingsman Tedford in the super-heavyweights, and although the Army man showed courage and commitment, McCormack's experience and technique saw him through.

Walton and McCormack go forward to the quarter-finals of the ABA event at Salisbury on March 27, when they represent the Combined Services against the Western Counties.

Royals run away with team victories

ROYAL Marines dominated the RN Cross Country championships in difficult conditions at HMS Raleigh, writes Lt Cdr Bob Chapman.

Though sunny and windy, the course was atrociously muddy and very waterlogged in places.

The Royals dominated, winning two individual titles and taking the three men's team races.

Several top runners were missing from the men's race over 9.3km, but Gary Gerard (RM) made light of conditions, retaining his title with ease.

Behind him came Paul Levick (Air Command), out on his own in second – reward for his training schedule on a treadmill while on winter deployment in Norway.

Third was John Rye (RM), continuing his fine winter form which has seen him win an international vest for England Veterans.

With 11 runners home in the first 20, the Royals easily won the team event from Air Command.

The veterans' race was held within the men's race, giving John Rye the title ahead of Steve Payne (RM), who finished fourth. Steve Gough (Portsmouth) took bronze (9th overall), ahead of Air men Bob Chapman (10th) and Alvin Rich (12th).

The Marines also took the veterans' title, and this age-group should mount a formidable challenge for the Inter-Services title.

The ladies' race, over 5.2km, was a real tussle between Belinda Fear (Air) and Vicky Norton (Plymouth/RM Command), with Vicky edging ahead to win. Helen Kurgen (Plymouth/RM) was third.

The team title was won easily by Plymouth/RM Commands from Naval Air/Scotland Commands.

The junior men's race (5.2km) showed an exciting new talent in 18-year-old Mark Adams (Plymouth) running away with the race to win from a clutch of Marines, led home by Ben Novak.

The Marines again won the team race, ahead of Portsmouth.

Trial by ice and mud in Devon

A TESTING course of thick mud and ice did not prevent Navy runners giving a good account of themselves at the Devon Cross-Country championships.

Royal Marines were particularly to the fore, with Gary Gerard (Gloucester Careers) taking bronze and Chris Cook (HQ&Sigs RM) eighth, Terry Pares (CTCRM) ninth and Steve Payne (42 Cdo) 12th and third veteran.

The prestigious Stubbington 10km road race attracted more than 750 runners, and Tim Watson (RM Band, Portsmouth) finished second in 31m 01s.

Behind him were Ginge Gough (Collingwood) in 15th (second veteran) and Taff John (Northwood) who finished 22nd.

The following weekend RNAC runners were flying the flag in a league race at Bideford.

Belinda Fear (Culdrose) maintained her form by finishing fifth in the ladies' race while Bob Chapman (Heron) in 17th and Mark Gorman (Exeter University) in 29th ran well in the men's race.

Gary Gerard took 22nd place in the Midland Area Championships at Bristol, while John Potts (York) came in 96th.

In a muddy Southern Championship race at Parliament Hill Fields in London, RNAC's Mark Goodridge (HQRM) finished 154th while Lindsey Gannon (HMS Warrior) took 84th place in the ladies' event.



● Hitting out – Mne Mick O'Connell (right) takes the fight to his RAF opponent, SAC Hosking.

Sport



'Open' staged despite rain

A DELUGE threatened to wash out the HMS Invincible open golf championship.

The course at Southwick Park was closed by the weather, but a hectic round of phone calls led to the 30 players shifting to the nearby Crookhorn municipal course in Portsmouth, where 12 holes were in play.

With a prize table bolstered by good support from ex-Navy golfer Billy Stretton, the main trophy winners were AEM Pete Langford (Div A) and LS(M) Smudge Smith (Div B).

● Poor prospects – but these Invincible golfers managed to get a curtailed round in at a nearby course.



● Naval skirmish – a Collingwood player (red and black) wins a tackle during the cup semi-final.

Frigate bows out

THE OPPOSITION proved just too tough for the footballers of HMS Montrose as the frigate side was dumped out of the Navy Cup in the semi-finals.

The men from Monty had been the first to represent a Type 23 in the last four of the cup, sponsored by Lamb's Navy rum.

But on a sunny but

cold day, on a soggy pitch, HMS Collingwood took the lead in the opening minutes and never looked back.

Both sides played close matches to reach this stage, but this time Collingwood took control and cantered to a 7-1 win.

Their cup final opponents will be either HMS Drake or HMS Seahawk.

RN loses nine-goal thriller

THAT CLASSIC cliché – a game of two halves – left the Navy just the wrong side of a nine-goal thriller against Plymouth Argyle Reserves at Home Park, writes Lt Cdr Jim Danks.

Argyle took the early advantage with a goal from Earl Jean but in a magical 25-minute spell the Navy struck back with goals from CPO Will Flint (HMS Heron) and a brace from POPT Fraser Quirke (HMS Collingwood).

Argyle pulled one back, but POAEM Nigel Thwaites (HMS Seahawk) restored the Navy's two-goal advantage on the stroke of half time.

The break seemed to benefit the home team and, with coach CPOWEA Steve Johnson (SCU Leydene) introducing some fresh faces, Argyle worked their way back into the game and after levelling with ten minutes remaining, went on to win the match.

This was an encouraging performance by the Navy after the disappointment of a 3-0 defeat at Burnaby Road against Sussex County FA.

The following week saw the rescheduled game against Dorset at RNAS Yeovilton – the original match was postponed because of waterlogging, writes Dan Caldicott.

The kick-off was delayed by 45 minutes when it was discovered by the referee that the penalty areas were too small, but after a quick paint job the South West Counties game proceeded.

The Navy got off to a disastrous start when a slip and a stumble let Dorset in after three minutes, and a second was added shortly after.

The Navy at first struggled to gain meaningful possession, but gradually took hold of mid-field as the wind picked up and were in the ascendancy at the break.

The sailors picked up the pace again in the second half and Flint scored from a deep cross to halve the deficit.

With the Navy now in full control, chances were missed until Steve O'Neil equalised.

Navy players then queued up to score – but the County side held firm and left the Navy ruing two soft goals, and two points dropped.

Forthcoming fixtures include the two inter-Services games:

- March 3: RAF v RN at RAF Uxbridge (1330)
- March 17: RN v Army at Burnaby Road (1930).

Late flurry sinks sailors

RUGBY League players from HMS Sutherland took on the might of the Joint Services Mount Pleasant Airfield (MPA) in a match which is believed to have made history.

The game, staged while the frigate was visiting the Falkland Islands, was thought to be the first on the island, and the furthest south ever played.

The MPA squad boasted three full capped inter-Service players, and fielded a strong starting line-up, coached by POPT Wayne Okell, the RN coach.

Watched by 250 spectators, MPA quickly took the lead and some well-organised play and slick handling saw the home side rattle up 20 points in as many minutes.

A tremendous fightback by the sailors, led by hooker LOM Ticker Tock and LOM Moose Bastow, saw the frigate claw back to 30-20 with ten minutes to go.

But the Joint Services found holes in the Navy defence to pull ahead and win by 50-28.



● Island clash – a Sutherland player (in black) puts in a tackle on his Joint Services opponent in the Falklands Island match.

■ The RN rugby league team is back in action when they take on the Huddersfield Academy on March 6 in a pre-season match to be played on the Main Fields, HMS Collingwood (kick-off 1530, entrance free).

Having had an outstanding first

season of successes, RN rugby league has quickly established itself. If you would like more information about the game contact Navy Director of Coaching POPT Wayne Okell on HMS Collingwood ext 2233 or on 01329 332233, or contact your PT office.

Big test for judo squad

A TRAIL-BLAZING Navy judo team put up a spirited performance in an event which saw them pitted against two of the strongest teams around.

The RN sent a three-man senior team (over-30) to north London for the Willesden Open Championships.

With some of the Senior Service's first-string players unavailable only one team could be fielded.

And when the draw for the first round was made the Navy found itself up against the home side, Willesden, and the Kodokwai from Manchester, two of the best senior sides in the country.

The sailors attempted to make up for lack of experience with enthusiasm, and in both matches pushed their opponents hard.

But the speed and technique of

the opposition won out in the end, and both contests were lost 3-0.

Royal Navy coach Vic Parsons said: "Although the scoreline is a little disappointing, the event was very worthwhile."

"This not only gains valuable competition work for the teams, but raises the profile of the sport for the Navy."

The next Seniors event is the inter-Service Veterans Open (over-35) at Aldershot on April 23.

For further information on judo contact Vic on Portsmouth Naval Base ext 25851.

Ship prevails

A STRONG team performance gave HMS Illustrious a 4-1 victory in a Lambs Navy Cup hockey match against HMS Sultan.

Rugby hopes go west

THE RN Rugby Union's build-up to the 1999 Willis Corroon Inter-Service Championships moved to the West Country, but fell foul of strong opposition, writes Lt Cdr Grassy Meadows.

Matches against Devon and Cornwall were played 'away' because of floodlight problems, and the switch of venues proved of advantage to the counties, with the

RN development XV's losing 39-5 to Devon and 31-10 to Cornwall.

The RN squad has since regrouped and stronger sides will play warm-up matches against the likes of Richmond, Rosslyn Park and Blackheath before the big showdown in April.

■ Devonport dominated the inter-port rugby matches, beating US Portsmouth and the Veterans XV.



● Simon Weston at the Home's Terrace Garden.

Stars to help charity home

ENTRIES from individuals and teams are invited to play in a celebrity challenge golf tournament at the Foxhills club at Chertsey in Surrey.

The event, on Thursday April 22, is organised by the Royal Star and Garter Home, an independent charity providing nursing and therapeutic care for disabled ex-Servicemen and women.

The Home will be represented by Falklands veteran Simon Weston, who will be joined by other celebrity captains.

For further details contact Keith Malcolm on 0181 948 8865.

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BUSY BEE'S STINGER!

THE NAVY's *Busy Bee* – alias HMS *Manchester*, which sports a bee from the city's coat of arms on her funnel – has had a chance to show off her sting with a live firing of a Sea Dart surface-to-air

missile. HMS *Manchester*, which in more docile mood recently received the Freedom of the City of Manchester, takes part in a major NATO exercise this month.



Beaver takes last bow

HMS BEAVER has been decommissioned after 14 years service.

The Royal Navy career of the Type 22 Batch 2 frigate came to an end at a ceremony at Devonport on February 5. It was attended by Lady Bettina Staveley who launched the ship in 1982, and by former commanding officers.

Beaver was one of five ships earmarked for disposal in the Strategic Defence Review last year. Since becoming operational in 1984 she steamed over 450,000 miles.

Links with Russia to continue

NAVAL contacts between Russia and the Royal Navy are planned to continue, say the Ministry of Defence.

Despite the strain put on the UK and US relations with Russia over Western action taken against Saddam Hussein, it is still hoped that a short, combined operation will be conducted in the future, although the timing is at present uncertain.

It is understood that the Royal Navy will continue to seek opportunities to exercise with their Russian counterparts with the aim of increasing inter-operability and encouraging greater Russian participation in multi-national exercises and operations.

Recent contacts with the Russian Navy have involved HM ships Somerset, Norfolk and London, as well as Britannia Royal Naval College, the Royal Marines and the Maritime Warfare Centre.

Launch of procurement agency

THE DEFENCE Procurement Agency is due to be launched on

ROYAL SAILORS' RESTS RE-DEFINING ITS MISSION

Closures as Aggie's adopts new plan

ROYAL SAILORS' Rests centres in Portsmouth and Rosyth are to close as part of a plan to re-direct RSR resources to reach a wider Naval community.

The Christian organisation, known as 'Aggie's' since it was founded for sailors by Dame Agnes Weston in 1876, has hammered out its new strategy during a year of discussions and consultations.

The RSR hopes to ease its financial headaches by cutting its spending by making a saving of £100,000, enabling it to provide a more outgoing service to twice as many people.

The Portsmouth centre will close by the end of June, but a drop-in facility and a part-time creche will be continued at the nearby RSR's administrative HQ.

At Rosyth, where the centre now serves only 80 occupied married quarters since the rundown of the Naval base, facilities for those who still need them will be continued on a voluntary basis by a retired couple working from their own home.

Aggie's other centres at Devonport, Rowner (Gosport) and Helensburgh near Faslane will continue.

To take the RSR's mission out to Navy personnel and their families, qualified community workers will

be appointed. One will operate from the Portsmouth HQ, identifying needs and using existing facilities such as church halls and community centres when necessary.

Another three will work alongside the chaplains at establishments in the Portsmouth area and with the Fleet Air Arm.

A fifth community worker will be employed and dedicated to the Royal Marines, while the RSR plans to become more directly involved in a 'home from home' established at RM Poole by the chaplain there.

A professional staff member will

also be appointed to run what is regarded as an excellent accommodation centre at the Helensburgh centre, which has a capacity for up to 40 people.

Other initiatives include the launch of a phone chargecard for personnel and their families which offers a rate 85 per cent lower than the BT chargecard, and a free financial advice service operated through a professional consultancy and funded by Aggie's.

Director of the RSR, the Rev Jonathan Martin, said Aggie's had to adapt with a changing Navy and be more flexible.

"The main reason for the changes is to adapt so that we can extend our mission more effectively to reach the Royal Marines, the Fleet Air Arm and many more junior ratings," he said.

"Most of our resources – 60 per cent – will still be directed towards the family. But the changes mean that many more people will benefit from the RSR, and we will reach the men and women of the Service in a way that Dame Agnes Weston did originally.

"In many ways Aggie's is re-defining its mission by going back to its roots."

Westminster's soothing hands



THIS TINY victim of civil war, baby Tanaha Marrah, is given some comforting attention by HMS Westminster's Medical Officer, Surgeon Lt Diana Fitzsimons at the Connaught Hospital in Freetown, Sierra Leone.

Diana was one of a party from the frigate –

including the padre and engineering specialists – sent ashore to assess what medical, plumbing and electrical help could be given by the ship.

Westminster is at present standing by off West Africa with the tanker RFA Gold Rover (see report in page 11).

Picture: LA(PHOT) Steve Wood

Death of Jutland veteran aged 103



ONE OF Britain's oldest former sailors, Jutland veteran James Cusick, has died aged 103.

Mr Cusick joined the Navy in 1914 after service with Cunard. He was an AB gunner in the battleship HMS Valiant when she fired 288 15in. shells in four hours at the Battle of Jutland in 1916.

He didn't encounter a German ship again until he witnessed the Kaiser's High Seas Fleet sailing into Scapa Flow after the Armistice.

He left the Navy after the war and settled in Sheffield, where as a widower he was able to look after himself up to last year.

Five accused of £25,000 attack on sub

ANTI-NUCLEAR protesters, two of whom scrambled on board HMS Vengeance, have been charged with causing £25,000 worth of criminal damage.

Five women were arrested after the incident on February 1 at Marconi Marine's Barrow-in-Furness shipyard where the Trident submarine is undergoing contractor's trials.

Two of the five are alleged to have swum to Vengeance in pre-dawn darkness. They daubed slogans, unfurled a banner and are alleged to have damaged trials equipment using hammers and other tools.

